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HONGKONG OFFICE: 10A, DES VŒUX ROAD. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 22ND, 1913.

A case of extraordinary interest in the shipping world has arisen in connection with the wreck of the Swedish steamer *Nippon* during a recent typhoon. She was driven upon a coral reef, known as the Scarborough Shoals, which is described in a Manila paper as being situated "on the high seas, over 100 miles from the coast of Luzon, and not within the territorial jurisdiction of any country." The master and crew were taken off by a passing ship; the wreck was in due course reported to the Swedish Consuls both at Hongkong and Manila. From Manila a coastguard steamship was sent to the relief of the ship; and immediately upon the return of this steamer to Manila she was chartered by a local American firm, who put men and salvage gear aboard and proceeded to take possession of both ship and cargo. As cargo shipped on board before the steamer left Manila was worth at least £50,000, it may be presumed that the total value of "the prize" is well over £100,000. The Swedish Consul has published a notification that he claims possession of any and all salvage of the steamer, its equipment and the personal effects of the master and crew until His Swedish Majesty's Government and the actual owners of the said property shall have opportunity to exercise their legal rights. The Manila agents of the underwriters have published a warning that any person taking property from the ship without their permission will be called to account for

same "under laws relating to piracy on high seas and so forth." It is mentioned as a point of some importance, presumably, that those notices were not published until it was known that the American salvage men had left to take possession of the wrecked steamer. The underwriters claim that the captain of the *Nippon* took due and necessary precaution against the further destruction of the ship by the elements, and "placed her in a position to be saved by her owners, should the storm which drove her on the shoal abate before the vessel becomes a total loss." There are others, the reports tell us, who hold that this does not give the owners any right to the vessel except through due process of law. We imagine that when the case comes into a Court of Law it will be found that it does not possess all the extraordinary difficulties which the Manila papers attach to it. If Scarborough reef is "not within the jurisdiction of any country," it is not very obvious how the case would come under "the provisions of the old Spanish maritime law." Surely, the case is governed by well-recognized principles of international law, and this attempt on the part of enterprising Americans to hold the ship and cargo as a lawful prize seems to us an amazing piece of bluff. When a ship is abandoned by the master and crew in consequence of their dangerous position or want of shelter on board, or in case the master and crew have left a ship or been taken from on board to save their lives (as happened in this case), and the ship in question is subsequently taken possession of by salvors, the law provides for an award of salvage provided ship and cargo are subsequently brought, either entirely or in parts, into a safe port by the salvors. The master or commander of the *Nippon* has a perfect right to return to his ship and resume the command thereof, in which case the salvors must, on forfeiture of their remuneration, and with liability for damages, immediately give up the command to the master, without prejudice to their right of salvage already acquired. We believe this in brief represents the law governing the matter, and the case therefore presents none of those picturesque features reminiscent of ancient maritime history which the Manila papers impart to it. This is not the only occasion on which wrecks in this part of the world have been preyed upon in a similar manner. Only a few years ago, the German steamer *Seela*, wrecked on the Paracels, was stripped, by some persons unknown, from stem to stern of everything on the ship, during the temporary absence of the authorised salvage party. If, as at present seems probable, the right to board and claim possession of a ship and all her cargo and belongings is contested in the case of the *Nippon* in the Courts of Law, it will doubtless do much to spread a knowledge in this part of the world as to the distinction which international maritime law draws between *meum* and *lucrum* in such cases.

There were five cases of plague reported yesterday, bringing the total for the year up to 76.

The Bishop of Victoria is much better, and hopes to give the address in the Cathedral on Saturday morning at the Empire Day Service.

To-day is the Roman Catholic feast of Corpus Christi. Celebrations take place next Sunday, the 25th inst., in the Cathedral of the Immaculate Conception, Hongkong. A High Pontifical Mass will be conducted by Bishop Pozzoni, assisted by the full clergy and the Confreres of the Blessed Sacrament.

EMPIRE DAY.

A short commemorative service will be held at St. John's Cathedral on Saturday, 24th of May, at 9 a.m., and a sermon will be preached by the Right Reverend the Bishop of Victoria.

The service is intended primarily for the British children of the Colony, for whom the nave and both transepts will be reserved; the parents of the children are invited and will be accommodated in the nave aisles. The musical portion of the service will be rendered by the band of the Duke of Cornwall's Light Infantry, by kind permission of Colonel Tuson and officers.

A HIGHER DEITY.

Newspaper misprints are often a source of genuine, though perhaps a little unfair, amusement to the public always on the lookout to catch the Press tripping. It would, however, be difficult to beat the example which appeared in a certain London paper the other day. The journal in question, announcing that a lady had won the competition for a South African National Anthem, rendered the first line of the composition thus:—
"Gold bless and keep our land!"
Needless to say (adds a contemporary) the reference should have been to a higher deity than that which has played a not unimportant part in South African history.

NEW STEAM LAUNCH FOR MESSRS. A. S. WATSON & CO.

On Sunday last the official trial took place of a new steam launch built by W. S. Bailey & Company, Limited, Kowloon Bay, for Messrs. A. S. Watson & Company, Limited. The new boat, which is called *Tai-Yuk-Pong*, will replace the launch of that name so well-known for many years in connection with Messrs. A. S. Watson & Company's business. The new *Tai-Yuk-Pong* is a handsome boat 70 feet long with a raised saloon forward. The saloon is fitted with lavatory, electric light and ceiling fan, etc., and is panelled in teak. The mean of two runs over the measured mile gave a speed of 10.6 knots, which is a little over the builders' guarantee of 10.5 knots. There were present: Messrs. Henry Humphreys (General Manager of A. S. Watson & Company, Limited), J. A. Tarrant (Secretary), E. R. Miller, Capt. Arthur, Findlay Miller, F. J. Gellion, Thomas Ramsay, D. G. Nicoll and W. S. Bailey. Upon the conclusion of the runs, Mr. Henry Humphreys, in proposing the toast of the builders, expressed his entire satisfaction with the result of their work and especially with the unique style of cabin introduced.

SEVERE EPIDEMIC OF PLAGUE AT PAKHOI.

Plague is very bad at Pakhoi, according to reports in the Tonkin papers. Contrary to previous experience, the pest made its appearance in the city this season in the winter. According to Dr. Sibéril, who is in charge of the French hospital at Pakhoi, there came to his knowledge 30 deaths from plague in December, 50 in January, 205 in February and 286 in March. In the first half of April more than 300 cases were counted. These deaths, it is stated, represent only those known to Europeans or their personnel. In reality, the number should be doubled. The total number of deaths must therefore be about 2,000. The first case was observed on December 13th. It was preceded by an epidemic among rats, of which a great number were seen in the streets.

THE MAGISTRACY.

THEFT FROM A STEAMER.

A Chinese was charged with stealing a travelling clock from the *Canada Maru*. It was stated that the man was seen loitering in close proximity to the cabins, and ultimately he entered one and stole the clock. He was sentenced to one month's hard labour and four hours' stocks.

A PICK-POCKET.

As a stranger to the Colony was peering into a shop window in Queen's Road Central a small boy walked up and extracted from his pocket a purse containing \$22.51. The purse was passed on to another boy, but the movements of the pickpockets were observed by two district watchmen, who arrested them.

SERIOUS CHARGES AGAINST AN AMERICAN.

Before Mr. C. D. Melbourne, an American named S. O. Josephs, was charged with misappropriating \$1,000, the monies of Messrs. Michael & Company, of Cebu. Mr. Moore (of Messrs. Johnson, Stokes & Master) prosecuted, and defendant pleaded not guilty.

Mr. Moore asked for a remand, and said the defendant was found on board a steamer the previous night, the police having found that he had booked a first-class passage to Singapore under an assumed name. He asked for heavy bail to be fixed, as large amounts were involved.

The case was remanded to 10 a.m. on the 28th, bail being fixed at \$5,000.

ALLEGED UNLAWFUL POSSESSION OF OPIUM.

Before Mr. Hazeldan, four Chinese—two women and two men—were charged with being in unlawful possession of 1,050 tacks of opium, and with attempting to export the same.

Mr. G. A. Woodcock (Assistant Crown Solicitor) prosecuted, and Mr. Otto Kong Sing defended.

Mr. Woodcock said that on the 16th April Inspector Wilden received certain information, and engaged two sampans, being accompanied by a number of Chinese revenue officers. They went out to watch the steamship *Rubi*, which was lying across the Harbour, its stern pointing about mid-way between Blake Pier and Douglas Wharf. Nothing happened till early the next morning, when a boat was seen approaching the *Rubi* from the East. When it came alongside the sails were lowered and the light taken away. A rope was thrown down and a large package drawn on board the ship, and apparently conveyed by someone to the foremen's quarters. This was done three times. Inspector Wilden subsequently went on board, and found three packages similar to those which had been drawn up from the boat. The officer seized the packages, opened them, and found that they contained opium. No one on board claimed the opium.

Evidence was then given by Inspector Wilden, and the case was adjourned.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE CHINESE LOAN.

LONDON, May 21st.

The prospectus of the British portion of the China 5% Reorganisation Gold Loan 1913, issued to-day, states that £3,000,000 (out of £7,416,680) has been already applied for and will be fully allotted. The list closes at the latest on Friday.

CHINA AND MONGOLIA.

LONDON, May 21st.

The Chinese Legation at The Hague emphatically denies the statement made by the *Daily Telegraph's* Peking correspondent on the 15th inst. that the Russian Minister and the Chinese Foreign Office have signed an agreement conceding entire autonomy in Outer Mongolia.

AMERICA AND JAPAN.

SHIPPING RISKS.

LONDON, May 21st.

A number of inquiries made on Tuesday in the insurance market in connection with the Japanese-American dispute elicited the information that rates covering shipments for the next three months varied from 5/- to 20/- per cent.

THE DEFENCE OF THE EMPIRE.

CANADIAN PREMIER AND SIR WILLFRID LAURIER'S POLICY.

LONDON, May 21st.

The Canadian Premier, Mr. Borden, in the course of a speech at a demonstration at Toronto, said that Sir Willfrid Laurier's conception was of a separate Canadian Navy, which would be distinct from Great Britain's, and which would be neutral in time of war, unless the Government, after examination and deliberation, considered the quarrel just. Mr. Borden described as grotesque and illogical the policy that Canada, remaining within the Empire, could be neutral, and that her ships, flying the British flag, could be neutral in the face of the enemy's ships preying upon British commerce. That policy could have only one result, the severance of every tie binding the Dominion to the Empire. The just pride of Canada's national status might demand a Canadian Division, not of the British, but of the Imperial Navy, constituting a common defence of the whole Empire, but not disunited and separate Navies, of which one or more might be neutral in time of war.

CANADIAN GENERAL RESIGNS.

LONDON, May 21st.

Major-General Mackenzie, Chief of Staff of the Canadian Militia, has resigned in consequence of a disagreement with the Minister of Militia and Defence, Mr. Sam Hughes. The resignation has caused a sensation in Canada, and is compared to the Dundonald episode in 1904.

The Canadian Liberal papers are responsible for the statement that General Mackenzie's resignation is due to friction. It is believed, however, that it is due to an offer of an important military position in England.

Colonel Crowe, head of the Military College at Kingston, has also resigned in order to accept a position on the staff in India.

A NAVAL COURT-MARTIAL.

LONDON, May 21st.

A court-martial at Devonport acquitted Captain Gaunt of culpability in the collision between the battleship *Centurion* and the Italian steamer *Devina* off Portland in December. Lieutenant Boyes, the officer on watch at the time of the collision, was reprimanded for hazarding the ship by default, but he was acquitted of neglect.

THE ALBERT MEDAL FOR KING GEORGE.

LONDON, May 21st.

The Royal Society of Arts has awarded the Albert Medal for distinguished merit in promoting arts, manufactures, and commerce, to King George in recognition of his Majesty's efforts to become personally acquainted with the social and economic conditions of the various parts of the Dominions.

OBITUARY.

LONDON, May 21st.

The death is announced of Mr. Henry Flagler, one of the founders of the Standard Oil Company, and a pioneer in the development of Florida.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

BALKAN PEACE PROSPECTS.

LONDON, May 21st.

Reuter learns that M. Daneff, the Bulgarian Delegate, had a long conference with Sir Edward Grey on Tuesday.

The Bulgarian view is that if the Allies will not sign the peace preliminaries it is the duty of the Powers to take steps to secure the signature. The Turkish Delegates take the same view.

Sir Edward Grey has declared that he will advise the Allies not to question matters within the competence of the Powers. It is the view of Europe that if the signature of peace be delayed the Allies stand every chance of losing what they would otherwise gain.

The Greek Peace Delegate, M. Skuludis, ridicules the report of the Greco-Serbian arrangement against Bulgaria.

THE PRELIMINARY PEACE TREATY.

The Conference of Ambassadors on Tuesday were unanimous on the necessity of the Allies signing a preliminary Peace Treaty immediately, prior to the discussion of the questions which will be reserved for decision by the Powers.

At a meeting of the delegates of the Allies, after a prolonged discussion, it was agreed to draft modifications of the preliminaries for peace, which will be submitted to the Powers to-day.

M. Daneff, on behalf of Bulgaria, suggested that there should be no modifications, and urged the necessity of the immediate signature of peace.

GERMANY'S ARMY BILL.

APPROVED BY THE BUDGET COMMITTEE.

LONDON, May 21st.

A message from Berlin says that the Budget Committee of the Reichstag have agreed to the Army Bill, and have adopted provisions for increasing the Battalions of Foot Artillery from 49 to 55; Engineer Battalions, from 33 to 44; and Battalions of Communication troops, from 18 to 31. Consequently, beyond reducing the increase in the Cavalry Regiments demanded by the Government from six to three, the Committee have approved of the complete scheme for raising the peace strength of the Army to 661,000.

ANGLO-GERMAN RELATIONS.

FAR-REACHING AGREEMENT PENDING.

LONDON, May 21st.

A telegram from Berlin says that an article by the publicist, Mr. Arthur Dix, is given prominence in the papers. The writer says that a far-reaching Anglo-German agreement is pending, under which Great Britain, in return for the concessions relating to the Baghdad Railway, will accord Germany a prominent economic position in Central Africa including the Belgian and Portuguese Colonies.

Mr. J. A. Pease, President of the Board of Education, speaking at the Mansion House, said the time had arrived when we could say that we, as a nation, were just as friendly towards Germany as we were towards any other nation, and we valued the reciprocity of that feeling.

THE KAISER'S CLEMENCY.

RELEASE OF THE BRITISH PRISONERS.

LONDON, May 21st.

Reuter's correspondent at Glatz, says the commandant of the Fortress states that Captain Trench and Mr. Stewart will be released to-morrow, and will proceed to England immediately. They will be conducted to the frontier by a military escort. They have been informed of the pardon, and were delighted at the news. They spoke appreciatively of the treatment they had received while at the fortress.

THE GERMAN ROYAL WEDDING.

LONDON, May 21st.

The *Norddeutscher Zeitung* welcomes the illustrious wedding guests, especially their British Majesties and the Tsar. Though attending only a family ceremony, this evidence of the cordial relations between the three monarchs constitutes valuable imponderabilia for the continued security and undisturbed progress of the nations of Europe.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE WEDDING OF THE KAISER'S DAUGHTER.

THE WEDDING GIFTS.

LONDON, May 21st.

The *Lokal Anzeiger* says the Kaiser's principal wedding gift will be the proclamation of Brunswick as an independent duchy, with Prince Ernst August and Princess Victoria Louise as the first reigning sovereigns.

The city of Hanover signals the termination of the feud between the Guelphs and the Hohenzollerns by presenting the bride with a magnificent necklace of pearls.

FRENCH MILITARY POLICY.

MORE "INCIDENTS" IN THE ARMY.

LONDON, May 21st.

A demonstration of French soldiers similar to that at Belfort took place at Reuilly among two regiments on Monday evening while the band was playing in the barracks square. The non-commissioned officers succeeded in speedily suppressing the demonstration. The Government is sending a special commissioner to investigate the incidents. The ringleaders will be severely punished.

A message from Macon says that a hundred soldiers of the 134th Infantry, paraded the streets, shouting "Down with the Triennium Service!" and singing the "Internationale." They refused to obey the officers, who endeavoured to induce the men to disperse. The soldiers ultimately returned to barracks in disorder.

NEW FRENCH SUBMARINE LAUNCHED.

LONDON, May 21st.

A telegram from Cherbourg states that the French submarine, *Gustave Zede*, has been launched. The vessel has a displacement of 800 tons on the surface and 1,100 when submerged.

AUSTRIA'S MILITARY BILL.

LONDON, May 21st.

A telegram from Vienna states that the Minister of Finance (Herr Ritter von Zaleski) informed the Budget Committee that the extraordinary military measures since November had cost Austria, excluding Hungary, £6,959,000.

THE ENGLISH TURF.

LONDON, May 21st.

Roseworthy was scratched from the Derby at 5 o'clock on Monday night.

INTERNATIONAL YACHTING.

LONDON, May 21st.

Sir Thomas Lipton's challenge to America for the Yachting Cup has been accepted, and the race will take place in September, 1914. *Shamrock IV*, which will be 75ft. in length, will be built in Messrs. Nicholson's yard at Gosport.

HOME CRICKET.

LONDON, May 21st.

Yorkshire beat Somerset by an innings and 132 runs.

HONGKONG CRICKET LEAGUE.

ANNUAL MEETING.

The annual meeting of the Hongkong Cricket League was held at the Cricket Club Pavilion yesterday, Mr. R. Hancock presiding. There were also present Messrs. W. D. Braidwood, T. E. Pearce, A. C. Elborough, R. A. Bass, and W. L. Weaver, Capt. Matthews, Q.M.S. Davies, and Mr. A. E. Asger (Hon. Secretary).

The CHAIRMAN proposed the adoption of the report, and said he did not think it required much comment. They had a good credit balance, and it would probably be augmented next year. The report was adopted. The election of officers resulted as follows:—President, Mr. R. Hancock; Vice-President, Mr. W. D. Braidwood. The CHAIRMAN said, in regard to the office of Hon. Secretary and Treasurer, that Mr. Asger had notified him that he would not be able to fill this position any longer, as he was going home shortly. He had been the Secretary of the League since its formation, and he was sure that no one could have filled the office better than he had done. He thought the League should tender a hearty vote of thanks to Mr. Asger for his past services.

Mr. ASGER expressed his thanks to the Chairman for his kind remarks, and said the work had been a pleasure to him. He thought that the League had attained the object for which it was started—the promotion of a keen interest in cricket. He hoped the proposed Second Division of the League would experience a successful season, and thanked the President, Vice-President, and Committee for their co-operation. (Applause.) On the motion of the CHAIRMAN, seconded by Mr. Asger, Mr. H. H. Taylor was appointed Hon. Secretary and Treasurer for the coming season. A vote of thanks to the Chairman concluded the meeting.

SUPREME COURT.

Wednesday, May 22nd.

IN SUMMARY JURISDICTION.

BEFORE THE PRINCIPAL JUDGE (MR. J. H. KEMP).

ALLEGED BREACH OF CONTRACT.

Judgment was delivered in the action in which Messrs. W. R. Loxley & Co., general merchants and exporters of wood oil, sued the Nam Mow firm, of 154, Connaught Road Central, for \$1,000 as damages for breach of contract.

Mr. F. C. Jenkin (instructed by Mr. Denny, of Messrs. Denny & Bowley) represented the plaintiffs, and Mr. Davidson (of Messrs. Hastings & Hastings) appeared for the defendants.

His Lordship gave judgment as follows: This was a case of a written contract for the sale and purchase of "wood oil." The plaintiffs, asserting that the oil supplied by the defendants was adulterated to the extent of about 10 per cent., rejected the oil and brought this action for damages for non-delivery of the oil contracted for. The plaintiffs had sold the oil to a firm in New York, but though the defendants knew that the oil was intended for export they were not informed of this particular contract at any material time. Expert evidence was called for the plaintiff to show that the oil was adulterated to the extent of about 10 per cent., though neither of the two experts would swear that that estimate was accurate to within 1 per cent. or 2 per cent., and both admitted that the variation might be a little more than that. Mr. Frank Browne, one of the two experts, gave it as his opinion that the foreign substance was another vegetable oil. Now it is quite clear that Mr. Browne does not even contemplate the possibility of the foreign matter being a natural impurity arising in the course of manufacture. His evidence implies that it was added. Mr. Spurge's evidence, though not so clear, is to the same effect. This evidence is not rebutted in any way. It is also obvious that none of the witnesses, on either side, knows anything of any "wood oil" which contains an admixture of some other vegetable oil. In view of the above facts it is impossible to avoid the conclusion that the goods supplied did not answer the description of "wood oil." What was delivered was a mixture consisting of about 7 per cent. to 10 per cent. of some other vegetable oil added to 93 per cent. or to 90 per cent. of wood oil. The delivery was not of a low quality of wood oil but of a mixture of wood oil and of something which was not wood oil at all. The case therefore comes within both section 15 and section 32 of the Sale of Goods Ordinance, 1890, and the plaintiffs were entitled to reject the goods. I do not base my judgment in any way on the supposed admission in the letter of the 11th October, which I think is not admissible for the purpose of showing that what the defendants contracted to sell was "pure wood oil." It was objected on behalf of the defence that the plaintiffs had not proved that the oil delivered was not merchantable as wood oil. On this point I have come to the conclusion that where a buyer who has agreed to buy a certain quantity of a given substance proves that he has been supplied with a mixture of that substance and a substantial quantity of a different substance the onus is on the seller to show that the mixture comes within the description of the goods which he contracted to sell to the buyers. The defendants have not discharged that onus in the present case. It is important to remember in this connection that there is no question here of degree of refinement or elimination of natural impurities; it is a case of the addition of a foreign substance. The evidence as to the merchantability of the oil is slender. The defendants knew that the oil was for export and the evidence tends to show that in one foreign market it would not have been merchantable. This, of course, is rather slight evidence as to its merchantability in foreign markets generally, though exhaustive evidence on such a point cannot be expected. As regards the plaintiffs' own dealings in the local market their witnesses negative the inclusion under the term "wood oil" of the oil supplied by the defendants. The defendants called evidence to show that all the oil supplied to the plaintiffs has been sold to Chinese dealers as wood oil. This fact, however, does not help them, any more than a similar re-sale helped the defendants in the case of *Wilder v. Schillizzi*, because the defect, was latent, being admittedly undiscoverable by the defendants' empiric tests. The case would have been quite different if they could have shown that Chinese buyers knew that they were buying a mixture. With regard to the measure of damages, I find that there was no market, and I therefore hold that the price on the sub-sale is admissible as evidence of the amount of damage. There has been no suggestion that that price was at all an enhanced one, and I therefore accept it and estimate the damages under this head at \$938.31.

His Lordship gave judgment for the amount claimed in the first particular, \$938.31, the plaintiffs waiving the damages claimed in the second particular. He certified for two Counsel, and refused Mr. Davidson's application for stay of execution.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (HIS HONOUR SIR W. REES DAVIES, K.C.).

ACTION AGAINST THE H.K. & S. BANK.

Judgment was delivered in the action brought by Lau E. Sam, a trader, of Des Vaux Road Central, against the Hongkong and Shanghai Banking Corporation. The action arose out of the disappearance of the former compradore of the Bank, the plaintiff being the second mortgagee of a mortgage which was assigned to the defendants as part of the security for the due fulfilment of the duties, obligations and responsibilities of the compradore to the Bank. Plaintiff asked that the indenture of a charge and mortgage, dated the 25th of June, 1910, whereby certain leasehold property was assigned to the defendants by way of mortgage be declared *ultra vires* the defendants in so far as it purports to create for such purposes the mortgage of and charge on the said leasehold property. Plaintiff also asked for a declaration that any sale and assignment of the said property was *ultra vires* the defendants and was void.

Mr. F. C. Jenkin (instructed by Mr. C. E. H. Beavis, of Messrs. Wilkinson & Crist) appeared for the plaintiff, and Mr. H. E. Sharp, K.C., and Mr. M. W. Slade, K.C. (instructed by Mr. H. J. Geddes, of Messrs. Johnson, Stokes & Master) represented the defendant Bank. His Lordship at the outset reviewed the facts. Lau E. Sam was engaged by the Bank as compradore in March, 1906, and gave a cash security for the proper performance of his duties of \$62,000, and on 12th March he executed an agreement with certain sureties for the proper discharge of his duties and that of the Chinese staff and for any delinquencies that might arise. In June, 1910, he was required to find further security and gave a mortgage to the Bank of certain leasehold property. In November, 1910, the compradore executed a second mortgage on the property to the plaintiff for the sum of \$21,000, the second mortgage reciting fully the prior mortgage to the Bank. In September, 1912, the compradore absconded, being in default to the Bank to the extent of \$160,000. The Bank sold the property comprised in the mortgage under the power of sale, but prior to this the Bank had received notice of the second mortgage, and the parties that the sale should be completed, and the proceeds held by the defendant Company until all matters in dispute in that action had been settled. His Lordship, after considering the authorities quoted, was of the opinion that the mortgage was not *ultra vires* the Ordinance, and it was therefore not necessary for him to determine the alternative question as to its validity between the parties and those claiming through them. Judgment was therefore entered for defendants with costs.

THE RECENT BUILDING CASE.

Arising out of the recent action in which Chan Kau, of 142, Hollywood Road, claimed \$5,000 from Chan Woon Chung and Chan Woon Man, of 44, Stanley Street, for damages said to have been sustained by plaintiff through defendants having negligently and unskillfully carried out certain building operations at Nos. 19 and 21, Lower Lascar Row, a counter-claim was brought by the then defendants, Chan Woon Chung and Chan Woon Man, to recover the sum of \$690, due as half share of the cost of erecting the party wall.

Mr. F. C. Jenkin, instructed by Mr. M. Reader Harris, of Messrs. Wilkinson & Crist, appeared for the present plaintiffs, and Mr. M. W. Slade, K.C., instructed by Mr. A. H. G. Jackson, of Messrs. Johnson, Stokes & Master, appeared for defendant.

His Lordship now gave judgment. He said:—I have considered the cases cited and I am of opinion that the counter-claim fails. Section 246 of the Public Health and Building Ordinance, 1903, gives the adjoining owner one month after the delivery of the account to render the previous section, and if he is dissatisfied therewith and if he does not do so the amount becomes liquidated and demand is recoverable as a debt (section 247). The case of *Blair v. Cowan*, 10 Q. B. D. 516, is not, I think, analogous. The Court held in that case that the sending of a solicitor's bill means "from demand," but in this Ordinance a month is expressly given to the adjoining owner to express dissatisfaction of the account before the right to demand payment arises, and such a demand can only be made if the adjoining owner has not declared his dissatisfaction. I do not think that the demand contained in the letter of 21st August, 1912, delivering the account is what is contemplated by section 247, as no right had then arisen to demand payment. This did not arise until the expiration of one month, the period given to the adjoining owner to express his dissatisfaction.

A DISPUTED WALL.

Action was commenced by Choo Yin Cha and Choo Ching Shi against Tso Sin Ip, of Macao, to have the trusts of the will of Choo On, deceased, so far as they concerned plaintiffs, declared and carried into execution, and to have the estate of the said Choo On administered.

Mr. M. W. Slade, K.C., instructed by Mr. Needham, appeared for the surviving plaintiff, the second plaintiff having died. Mr. E. H. Sharp and Mr. F. C. Jenkin, instructed by Mr. W. B. Hind, appeared for the defendant. Mr. Slade raised a number of points, firstly, as to domicile, and secondly, that the defence be struck out.

Argument had not concluded when the Court rose.

COMPANY MEETINGS.

CANTON INSURANCE OFFICE, LIMITED.

Yesterday, the thirty-second ordinary meeting of this Company was held at the offices of Messrs. Jardine, Matheson & Co., Ltd. The Hon. Mr. David Landale presided, and there were also present: Sir Paul Chater, C.M.G., the Hon. Mr. E. Shellim, Messrs. F. Maitland and H. P. White (Consulting Committee), Messrs. H. Percy Smith, D. V. Stevenson, W. E. Clarke, F. G. Hall, A. J. Pomfret, J. M. Britto, Ho Fook, Ho Kum Tong, Lo Cho Shiu, Chan Sam, and Wong Leung Him, with the Secretary (Mr. L. N. Lee).

The Secretary read the notice convening the meeting, and also the auditors' report, after which

The CHAIRMAN said:—The report and accounts have been in your hands for some days, and I will, therefore, with your permission, take them as read. It is necessary that I should explain to you the reason why it has been decided to alter the date at which the annual meeting of the Company is to be held in future. Our system hitherto has been to endeavour to estimate, in October, what the final outcome of the previous year's working will be, and this is open to the grave objection that in October a number of the policies issued in the previous year have not expired, and indeed all the casualties which will affect them have not then taken place. It has long been our wish to alter this system, but the difficulty has been how to bring about the change without inflicting a hardship upon shareholders. A particularly successful twelve months' working makes it possible to overcome this. We are paying a dividend of \$16 per share, which is the same as was paid last year, only we are paying it in May instead of in October, and this, so far from entailing any hardship upon shareholders, offers them an advantage to which I am sure they will make no objection. This payment, you will see from the accounts, can be made entirely out of interest. About this time next year (probably at the end of April, as a matter of fact) we shall hold our next annual meeting, when an interim dividend in respect of the year 1913 will be declared. By next April our underwriting results for the year 1912 can be very closely ascertained, and it is our intention then to pay a final dividend, if the ultimate result and the position of the Company justify it, as we have every reason to think they will. You will realise, therefore, that the benefit of the new system is, that in future no dividend will be paid in respect of a given year out of underwriting profits until all the policies issued in that year have run off, and until the final result can be closely gauged. The payment that we are now making being out of interest, it did not seem to us that there was any reason why shareholders should be called upon to wait for it. Turning to the accounts, you will see that 1912 promises to be a very successful year. The premium income reveals a very substantial increase, showing that we have not failed to secure our share in the greater activity which has taken place at the big centres of trade. Of course, the balance, of roughly a million and a half, you must expect to see considerably reduced when we meet next spring, by which time it will have been debited with all the second year's payments. You will note with satisfaction that the underwriting suspense account is in a very healthy position, as 1911 has been running off well. It also will be observed that the Company's investments in gold securities have increased, and though, of course, these yield a lower rate of interest, we think that the possession of gold securities enhances the Company's credit, and to a great extent it has been necessitated by the difficulty experienced in finding suitable investments for our surplus funds in China. The high rate of exchange ruling on 31st December last is reflected in our investment and exchange fluctuation account, and as we put more of our money into gold so will it be incumbent upon us to maintain this account at a substantial figure to make provision for the loss which may take place in gold values as expressed in silver. Before proposing the adoption of the report and accounts I shall be glad to answer any questions arising out of them which shareholders may wish to put.

There being no questions, the CHAIRMAN proposed that the report and accounts be adopted.

Mr. CLARKE—I have much pleasure in seconding the proposition.

The motion was carried unanimously. It was proposed by Mr. STEVENSON, seconded by Mr. HO FOOK, and carried, that Sir Paul Chater and Messrs. D. W. Craddock, F. Maitland, H. P. White, and the Hon. Mr. E. Shellim be re-elected as the Consulting Committee.

Messrs. H. Percy Smith and A. B. Lowe were re-appointed auditors, at a remuneration of \$500, on the motion of Mr. BRITTO, seconded by Mr. CHAN SAM.

The CHAIRMAN—That is all the business, gentlemen. Thank you for your attendance. Dividend warrants will be ready to-morrow.

EXTRAORDINARY MEETING.

An extraordinary meeting of the shareholders was then held, Mr. J. S. Harston being also present.

The Secretary having read the notice convening this meeting.

The CHAIRMAN said:—This meeting, as you are aware, is called to consider and, if thought fit, approve of the draft new articles of association. I do not think that they require any lengthy reference from me. The reason for having new articles was explained to you in the circular letter of 1st April, 1913, which, together with a copy of the old articles, and a copy of the proposed new articles, has been sent to each shareholder. There has consequently been ample time for them to be studied. I do not think that the revision contains any matters which can in any sense be regarded as contentious. They have been prepared, as you know, by the Company's solicitors, and their adoption is solely with the object of furnishing the "Canton" with a set of articles up to date, and suitable for meeting the present day needs. Before, however, putting the formal resolution I should be glad to hear any remarks which any shareholder may wish to make. If this meeting approves of these articles, and passes the resolution which I shall shortly put, it will be necessary to submit a further resolution at an extraordinary meeting to be held in three weeks' time.

The CHAIRMAN then proposed the following resolution:—"That the draft new Articles of Association be approved."

Sir PAUL CHATER seconded, and the motion was carried.

The CHAIRMAN then moved:—"That the new Articles of Association, already approved by this meeting, which have been for the purposes of identification been subscribed by the Chairman of the Company, be hereby adopted by the Society in substitution for and to the exclusion of all the existing Articles thereof."

Sir PAUL CHATER seconded. The proposition was adopted.

The CHAIRMAN announced that a confirmatory meeting would be called in three weeks' time.

This concluded the business.

STAR FERRY COMPANY, LTD.

The fifteenth ordinary meeting of shareholders in the above Company was held yesterday at the offices of Messrs. Jardine, Matheson & Co. Hon. Mr. D. Landale presided, and there were also present: Hon. Sir Paul Chater, Hon. Mr. E. Shellim (directors), Mr. W. S. Brown (Secretary), Messrs. M. S. Northcote, A. E. Crapnell, Ho Fook, J. W. C. Bonnar, H. A. Siebs, J. Scott Harston, J. W. Taylor, C. S. Gubbay, A. A. Eyle, and A. Lamperski.

The notice convening the meeting having been read,

The CHAIRMAN said:—Gentlemen,—With your permission I propose as usual to take the report and accounts as read. The profit on the year's working shows a considerable improvement on the previous one, due partly to the increase of traffic and partly to the decrease in loss on copper coinage. A new double wharf is being erected at Kowloon by the Wharf and Godown Co. and an agreement has been entered into in connection therewith whereby Government extends the term of the agreement for the carriage of the Railway passengers to the Star Ferry Co. to 15 years. As foreshadowed by my predecessor in the chair, the unpaid capital of the Company was called up during the year and \$100,000 of the reserve fund was capitalised in accordance with the resolutions passed by the shareholders on 24th July last year. Your fleet of boats and the Ice House Street Pier having been insured with a local Company against typhoon risks, there is no need at present for an insurance fund, and the amount of \$71,745.84 standing at the credit of this account in the report before you has therefore been transferred to reserve fund with a view to ultimately being capitalised. Further details of this matter will be forthcoming when the proposals are submitted for your consideration.

Since the reports were sent to you, we have received a communication from a shareholder relative to the proposed dividend of \$1.75 on the second issue of 10,000 shares, and your directors have been advised that they should meet his claim for a dividend of the same amount as the holders of the first issue. We now therefore recommend an amended distribution of profits as follows:

To write off Ice House Street Pier, \$5,928.72
To pay dividends as follows:—
\$5 per share on 1st and 2nd issues (20,000 shares) 40,000.00
\$1 per share on 3rd issue (10,000 shares) 10,000.00
To transfer to reserve fund 13,254.06
To carry forward 6,795.15
\$75,972.00

A memorandum of this amendment has been handed to you at this meeting. Before proposing the adoption of the account in the report with the amended distribution of profits, I shall be pleased to answer to the best of my ability any questions shareholders may wish to ask.

There being no questions, the report was adopted, on the motion of the CHAIRMAN, seconded by Mr. LAMPERSKI.

Mr. GUBBAY proposed that Sir Paul Chater be re-elected a director.

Mr. NORTHCOTE seconded, and the motion was agreed to.

On the motion of Mr. HARSTON, seconded by Mr. BONNAR, the appointment of Hon. Mr. Landale and Hon. Mr. Shellim to the directorate was confirmed.

Mr. W. Hutton Potts was re-elected auditor at an annual remuneration of \$200, on the motion of Mr. HO FOOK, seconded by Mr. STEBS.

The CHAIRMAN—That is all the business, gentlemen. Thank you for your attendance. Dividend warrants may be had on application on and after Wednesday 22nd May.

SHIPPING NOTES.

By taking in a shipment of 2,000 tons of coal, the *Empress of Russia* easily put up a record for the largest quantity of coal taken on board a single steamer in Colombo harbour.

According to the Tokyo papers, the Nippon Yusen Kaisha has lately placed orders with certain shipbuilding yards in England for the construction of four steamers of an aggregate tonnage of 23,700 tons.

In addition to the two steamers of 3,000 tons now being built, the Osaka Shosen Kaisha has placed an order with the Kawasaki Yard, Kobe, for the construction of a steamer of 5,000 tons. This steamer is to be put on the Dairen line chiefly for passenger traffic. An order for another steamer of 3,000 tons is under consideration.

The shipping returns for 1912 for the port of Swatow, just published, show 2,617 vessels entered and cleared, with a total tonnage of 3,066,707 tons—an average of 1,172 tons per vessel. British shipping, in 1912, carried 53.6 per cent. of the total foreign and coast trade in 62.4 per cent. of the total tonnage, as compared with 77.8 and 58.8 per cent. respectively in 1911. The year 1912 was an exceptionally good one for tonnage all round, and all vessels were continuously and profitably employed.

Experts declare that the conversion of Germany's mercantile steam fleet into an oil-motor fleet will be only a matter of years. The Germania Yard at Kiel has just completed the building of the first German ocean-going motor-ship. It is the twin-screw *Hagen*, of 8,000 tons, which is destined for the American-German oil trade. The same yard has orders for two more large oil steamers, of which one of 15,000 tons and 4,000 h.p. will be the largest in the world.

During his recent lecture on the gas engine, Professor Bertram Hopkinson pointed out that the *Sealandia*, a Diesel-engined vessel, developed her 2,500 h.p. in 16 cylinders. At the same rate a 30,000 h.p. Dreadnought would require some 200 cylinders of the same size. No engineer would care to be responsible for the installation and working of propelling machinery composed of so many units. Hence, until large gas engines could be constructed, the universal adoption of such motors for marine propulsion would remain a dream. Professor Hopkinson also remarked that steam turbines, on the other hand, were now being constructed in units of 40,000 h.p.

The new steamer *Ango-maru*, which has been built at the Mitsui Bishi Dockyard and Engine Works at Nagasaki, for the Toyo Kisen Kaisha, went outside the harbour recently for her official steam trials. As the *Ango-maru* is the first vessel built in Japan to be fitted with geared turbines, great interest was taken in the trials by Japanese marine engineers and shipping men generally. Many Government officials visited Nagasaki to witness the trials, and the three leading steamship companies—Nippon Yusen Kaisha, Toyo Kisen Kaisha, and Osaka Shosen Kaisha—were well represented. Among other guests were Mr. J. H. Wallace, of Messrs. Holme, Ringer & Co., local agents of the Toyo Kisen Kaisha, and Messrs. Williamson and Aitken, Lloyd's Surveyors. During the trials a slight defect developed which could not be remedied in time for the required number of runs to be completed, and the vessel returned to port.

ROBBERY ON A STEAMER.

EUROPEAN SHIP'S OFFICER THE VICTIM.

The Calcutta Port Police are enquiring into a most daring case of robbery reported to have been committed on board the steamer *Sui Sang*, lying at Prinsep's Ghat moorings, in which a European ship's officer was robbed of various articles of jewellery and clothing, amounting to several hundreds of rupees. The vessel had not been in port two days before the complainant found that his room had been broken open and the following articles stolen: A solid gold hunting watch, marked "Waltham" on the dial, a massive gold curb chain to which was attached a gold medal inscribed "J. Yuill, Rangers Football Club," one gold masonic ring, a leather-backed book, containing a chief engineer's certificate, a taining a chief engineer's certificate, several other documents of no value to anyone except the owner, a large quantity of wearing apparel, and a sum of money.

SIAM AND THE METRIC SYSTEM.

The Bangkok Times understands that a beginning will shortly be made in the introduction of the Metric system into the country by the standardisation of the *Angkor*. This customary unit of capacity is now very nearly equal to a litre, and it is felt by the authorities that its standardisation at that measure will cause a minimum of trouble to all users. Hence a start being made with this measure. Later another unit like the *work* will be similarly standardised and the use of the standard enforced. Gradually the whole system will be introduced in this way, and meantime a knowledge of the system is being more generally diffused.

INTIMATIONS

FACE AND HANDS MASS OF BLISTERS

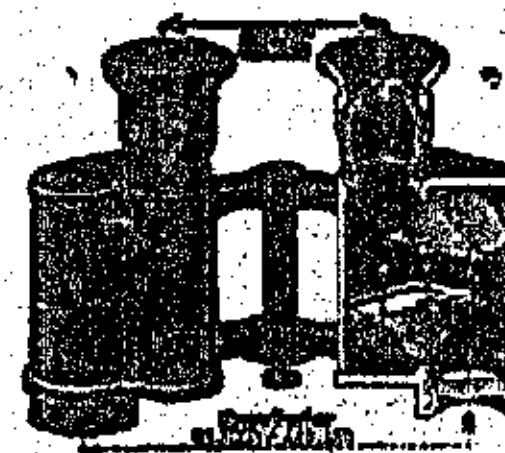
Red, Watery, Burning and Itching. Driven Very Nearly Mad. Entirely Freed from the Trouble by Cuticura Soap and Ointment.

80, Chesterton Road, North Kensington, London, W. Eng.—The trouble began in the early part of last summer and lasted up till about Christmas time. My hands, arms and face were covered with watery blisters, burning, itching and smarting a great deal, in fact they drove me very nearly mad. My rest was disturbed two or three times a night. I was given medicine and ointment but did not improve much until I wrote for a sample of Cuticura Soap and Ointment. I found great relief from the sample and got some more. I used the Cuticura Ointment on Soap every time I washed as per the directions and was entirely freed from my trouble. I have used the Cuticura Ointment on my wounds when I have knicked great bumps out of my hands. It soothes and heals them very quickly. (Signed) J. Harris, July 24, 1912.

If you wish a skin clear of pimples, blackheads and other annoying eruptions, hands soft and white, hair lustrous and glossy, and scalp free from dandruff and itching, begin to-day the regular use of Cuticura Soap for the toilet, bath and shampoo, assisted by Cuticura Ointment. Cuticura Soap and Ointment sold throughout the world. A single set is often sufficient when all else fails. A sample of each with 32-p. book free from nearest depot. S. Newbery & Sons, 27, Charterhouse St., London E.C. 3. Town & Co., Sydney, N. S. W.; Lennan, Ltd., Cape Town; Muller, Maclean & Co., Calcutta and Bombay; Potter Drug & Chem. Corp., Boston, U. S. A.

For Tender-neck men should shave with Cuticura Soap Shaving Stick. Sample free.

96-23



ZEISS PRISMA BINOCULARS

AT HOME PRICES:

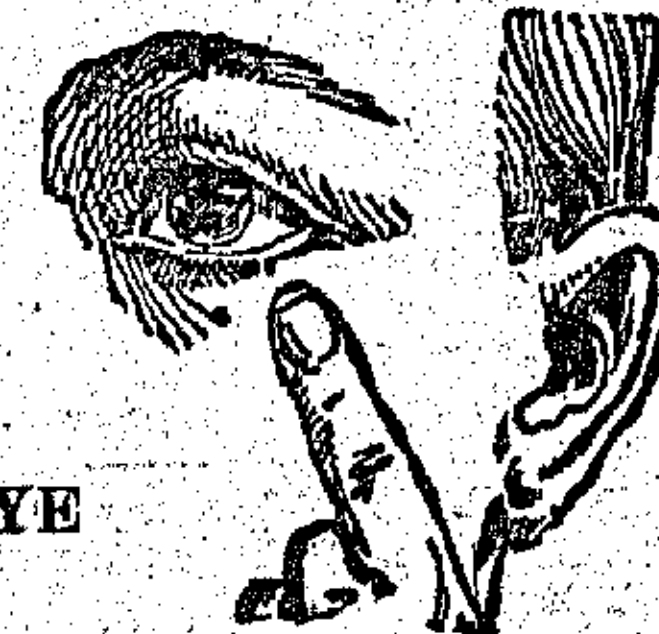
16 Power	£16.10.0
12 " (new model)	£10.10.0
12 "	£9.5.0
8 "	£8.10.0
6 " (large field)	£7.10.0
6 "	£6.0.0
6 " (small model)	£5.18.0
3 "	£5.8.0

To be Obtained from

Chs. J. Gaupp & Co.,

ALEXANDRA BUILDING,
CHATER ROAD.

OUR STUDY OF THE EYE



and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses.

Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

MAKE CERTAIN WE WILL TELL YOU.

CLARK & CO.
SCIENTIFIC OPTICIANS
100, ELDER, HONGKONG

NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 55. Telephone No. 12.
Telegraphic Address: Press.
Codes: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

KOWLOON-CANTON RAILWAY
(BRITISH SECTION).

NOTICE

NOTICE IS HEREBY GIVEN that an ADDITIONAL TRAIN will leave KOWLOON for SHEUNG SHUI (FANLING GOLF LINKS) at 8.35 A.M. on SATURDAY, 24th instant, calling at TAIOPO at 9 A.M. and arriving SHEUNG SHUI at 9.12 A.M.

By Order,
H. P. WINSLOW,
Manager.
Kowloon, 20th May, 1913. [695]

NOTICE

NOTICE IS HEREBY GIVEN that the Partnership heretofore subsisting between ELIZABETH NICOLAY and DOROTHY ALEXANDER, carrying on Business as Ladies' Drapers at Victoria, in the Colony of Hongkong, under the style or firm name of "AMERICAN CORSET STORE," has been dissolved as from the date hereof.

Dated this 21st day of May, 1913.
JOHNSON, STOKES & MASTER,
Solicitors for the above-named
ELIZABETH NICOLAY. [696]

CANTON INSURANCE OFFICE, LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CANTON INSURANCE OFFICE, LIMITED, will be held at the Office of the General Agents of that Company, No. 16, Pedder Street, Victoria, in the Colony of Hongkong, on WEDNESDAY, the 11th day of June, 1913, at Noon, when the subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 21st day of May, 1913, will be submitted for confirmation as Special Resolutions:

- "That the draft now Articles be 'approved'."
 - "That the new Articles already approved 'by this Meeting which have for the purpose of identification been subscribed' by the Chairman of the Company be 'and they are hereby adopted as the Articles of the Company in substitution' for and to the exclusion of all the existing Articles thereof."
- Dated this 21st day of May, 1913.
JARDINE, MATHESON & Co., Ltd.,
General Agents,
CANTON INSURANCE OFFICE, LTD. [697]

FOR SHANGHAI

THE P. & O. S. N. Co.'s Steamship
"ASSAYE."
Captain G. W. Cockman, R.N.R., will leave for Shanghai on SUNDAY, 25th inst., at 6 P.M. For Freight or Passage, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 22nd May, 1913. [1]

WANTED TO LET

LAUNCH on Hire, for Small Bathing Parties.
For Rates apply to—"M. P."
Care of "Daily Press" Office.
Hongkong, 14th May, 1913. [635]

MASSAGE

SKILLFUL, Safety in the General or Electric.
MISS MORITA,
Care of NIMURA HOTEL,
15, 16 and 17, Connaught Road
Opposite Blake Pier.
Hongkong, 8th May, 1913. [652]

FOR SALE

OPTIMUS OIL COOKING STOVES.
SEVERAL VARIETIES.
Apply—
S. D. SETNA & Co.,
33, Queen's Road Central.
Hongkong, 17th May, 1913. [682]

HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

REPORTING of any Description Under Taken by Competent and Reliable Note-Takers.
Correspondence and Tabulated Work turned out with Accuracy and despatch.
Contracts arranged. Secretarial duties undertaken.

H. E. VICTOR,
Manager,
10, Queen's Road Central,
(First Floor).
Telephone No. 650.
Hongkong, 3rd March, 1913. [397]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities. 45

PUBLIC COMPANY

PEAK TRAMWAYS COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the HONGKONG HOTEL, HONGKONG, TO-DAY (THURSDAY), the 22nd day of May, 1913, at NOON, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1913.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th to the 26th of May, 1913, both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 13th May, 1913. [671]

ENTERTAINMENT

BIJOU

9.15 P.M.—PROGRAMME—9.15 P.M.

THE NABOB
THE NABOB

A DRAMA ADAPTED FROM THE FAMOUS NOVEL BY ALPHONSE DAUDEL.

THE DIVING GIRL (Comic).
CONQUERING CARRIENEWS OF THE DAY
(Pathé Gazette).Miss VIOLET BONETTA
(The Sassy Soubrette)

7.15 P.M.—PICTURES ONLY—7.15 P.M.

Hongkong, 21st May, 1913. [61]

DO YOU KNOW THIS MAN?

LEON KENDAL
THE WORLD-FAMOUS
PALMIST and
ASTROLOGER,

has the honour to announce a Short Season in HONGKONG.

"THE GRAPHIC" (London) says: "His Delinations are Nothing Short of Marvellous."
"LE FIGARO" (Paris): "He is the High Priest of these Sciences."
"THE STANDARD" (London) says: "He is Without Equal."

Consultations Daily—from 9.30 to 5.30.

HONGKONG HOTEL,
(Room 253).
Hongkong, 17th May, 1913. [634]

TO LET

A HACIENDA EAST, 74, Mount Kellet Road.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st May, 1913. [587]

TO LET

NO 21, SHELLEY STREET.
"CRAIG RYRIE," No. 4, The Peak, To Let. 3 ROOMS; Tennis and Croquet Lawns; Fine Situation.
From 1st February, 1913, MERION, No. 10, PEAK, Furnished or Unfurnished. 6 ROOMS To Let or For Sale. "GLENSHIEL," No. 124, Barker Road, Peak, 5 ROOMS, from 1st March, 1913.
For Sale. "HARTING and ROGATE" on part of Kowloon Inland Lot No. 1154. Apply to—
LINSTEADT & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 14th May, 1913. [64]

TO LET

1ST FLOOR, No. 8, Wood Road.
Apply to—
THE YEE YUEN,
No. 192, Queen's Road East.
Hongkong, 14th May, 1913. [669]

TO LET

SHOP, No. 12, Queen's Road Central.
OFFICES, Nos. 12 & 14, Queen's Rd. Central.
No. 9, MOUNTAIN VIEW, PEAK.
No. 5, STEWART TERRACE, PEAK.
Apply to—
M. J. D. STEPHENS.
Hongkong, 25th April, 1913. [623]

INTIMATIONS

LANE, CRAWFORD & Co.

TELEPHONE 97.



WHITE SERGE
COAT AND TROUSERS
\$25.

WHITE
SERGE TROUSERS
\$9.50.

TROPICAL FLANNEL
SUITS
\$35.

TROPICAL BLUE
SERGE SUITS
\$38.

FIT AND STYLE GUARANTEED.

NEW DESIGNS
IN
SHIRTS
AND
PIJAMAS.

LATEST STYLES

SUN HELMETS.

FELT HATS

AND
STRAW BOATERS.

NEW
SPRING
GOODS
LANE, CRAWFORD & Co.YOST
TYPEWRITERS

LATEST MODEL No. 20.

VISIBLE Writing. Standard Key Board, with Fractions, suitable for Merchants, Engineers, Bankers, Brokers, etc.

The same Model with French Key Board, also Brief Model for Lawyers and Accountants.
Special Monthly Terms if desired.

MacEWEN, FRICKEL & Co.,

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.
4, DES VŒUX ROAD, HONGKONG. SHAMKIN, CANTON. [392-1]

TO LET

TO LET.
OFFICES in Hotel Mansions.
Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 9th April, 1913. [555]

TO LET.
SHOP in ALEXANDRA BUILDINGS.
Apply to—
A. S. WATSON & Co., Ltd.,
Alexandra Buildings.
Hongkong, 27th November, 1912. [69]

TO LET.
THE PREMISES including the Silk Godown in Canton on Shamsen Lot 19 known as "THE RED HOUSE" now in the occupation of Mr. T. E. GRIFFIN.
Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 15th May, 1913. [676]

TO LET.
LARGE SUBSTANTIALLY BUILT GODOWN, situated on Water Front, East Point.
For further particulars apply Property Office.
JARDINE, MATHESON & Co., Ltd.
Hongkong, 15th August, 1912. [67]

TO LET.
ON 2ND FLOOR, No. 2, PEDDER STREET ONE-ROOMED OFFICE.
Apply Property Office.
JARDINE, MATHESON & Co., Ltd.
Hongkong, 23rd May, 1912. [66]

TO LET—AT KOWLOON.
NEW MODERN 3-ROOMED FLATS with Two Bathrooms, Pantry, Kitchen and Servants' Quarters. Bathrooms fitted with English Baths. Kitchen has English Cooking Range and Hot Water Boiler. Electric Light throughout. Immediate Possession.

ALSO
NEW FIVE-ROOMED TERRACE HOUSES with Tennis Courts. Ready for occupation about 1st May.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Buildings.
Hongkong, 12th May, 1913. [653]

TO LET.
"EDGEHILL," No. 6a, The "BAK" FURNISHED. For particulars apply to—
B. SUTHERLAND,
JARDINE, MATHESON & Co., Ltd.
Hongkong, 9th May, 1913. [593]

TO LET.
"BREEZY VILLA," No. 2, Park Road 4-Roomed Bungalow with Tennis Court. Commands splendid View of Harbour. For Rent, etc., please apply to—
YAP HOK LING,
No. 4, Eison Terrace.
Hongkong, 23rd March, 1913. [507]

AUCTIONS

G. R.
PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 26th day of May, 1913, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency the GOVERNOR, of Two Lots of CROWN LAND at Conduit Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal of CROWN RENTS to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOTS.

No. of Lot	Locality	Boundary Measurements (Approximate)	Contents in Square Feet	Upset Price
Lot No. 2021	Conduit Road	110 feet by 100 feet	11,000	\$2,400
Lot No. 2022	Conduit Road	170 feet by 100 feet	17,000	\$2,475

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions to Sell by PUBLIC AUCTION,

On FRIDAY, the 30th May, 1913, commencing at 3 P.M., at his Auction Rooms, in Duddell Street, IN ONE LOT.

The VALUABLE LEASEHOLD PROPERTY registered as Inland Lot No. 1927, situated in Wong Nai Chung Road and adjoining the Race Course, excellent building site, Area 22,519 square feet.

Particulars and conditions of sale may be obtained from

MR. GEO. P. LAMBERT, Auctioneer,
MR. J. CAER CLARK, Architect,
14, Queen's Road Central,

or
MESSRS. HASTINGS & HASTINGS
8, Des Vœux Road Central,
the Vendors' Solicitors.
Hongkong, 16th May, 1913. [680]

BANKS

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York
LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES:—
Bombay, Calcutta, Cebu, Colon, Hankow, Hongkong, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND SURPLUS ... \$7,000,000
EVERY DESCRIPTION OF BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum. or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED MAIL AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed GEORGE HOGG, Manager.

9, Queen's Road, Hongkong, 2nd November, 1912. 220

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
N. J. STABB, Chief Manager.
Hongkong, 1st July, 1911. [19]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID UP CAPITAL ... £1,200,000
RESERVE FUND ... £1,700,000
PROFITABLE ... £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT, Acting Manager.
Hongkong, 14th April, 1913. [133]

BANKS

NEDERLANDSCH-INDISCHE
HANDELSBANK
(NETHERLANDS INDIA COMMERCIAL BANK)

ESTABLISHED 1863.

Authorized Capital Fl. 35,000,000 (£1,250,000)
Paid up Capital Fl. 14,905,350 (£1,242,112)
Reserve Fund Fl. 5,522,161.27 (£418,513)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEACONS BANK,
SWISS BANKER.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money on Current Account at the rate of 2 per cent. per annum on Daily Balances. Rates on Fixed Deposit can be ascertained on application.

G. VERMEY, Manager,
No. 8, Des Vœux Road Central,
Hongkong, 23rd April, 1913. [21]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000
RESERVE FUNDS—
STERLING ... \$1,500,000 at 2/—\$15,000,000
SILVER ... \$17,200,000

RESERVE LIABILITY OF PROP. TO \$15,000,000

COURT OF DIRECTORS:
S. H. DOWNING, Esq., Chairman.
Hon. Mr. D. LAMDALE, Deputy Chairman.

G. Friedland, Esq., W. L. Patterson, Esq.,
C. S. Gubbay, Esq., J. A. Plummer, Esq.,
P. H. Holyoak, Esq., Hon. Mr. E. Shellim,
G. R. Laurence, Esq., H. A. Sicks, Esq.,
F. Lieb, Esq.

CHIEF MANAGER:
Hongkong—N. J. STABB.

MANAGER:
Shanghai—A. G. STAFFORD.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 4 per cent. per annum.

N. J. STABB, Chief Manager.
Hongkong, 8th May, 1913. [18]

THE MERCANTILE BANK OF
INDIA, LIMITED.

AUTHORIZED CAPITAL ... £15,000,000
SUBSCRIBED ... £1,125,000
PAID UP ... £62,000
RESERVE FUND ... £415,000

HEAD OFFICE:
40, Threadneedle Street,
LONDON, E.C.

BRANCHES:
Bombay, Calcutta, Cebu, Colon, Hankow, Hongkong, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

AGENTS IN JAPAN:
Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS:
BANK OF ENGLAND.
LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON, Manager.
Hongkong, 20th May, 1913. [509]

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORIZED CAPITAL ... Yen 48,000,000
PAID-UP CAPITAL ... Yen 30,000,000
RESERVE FUND ... Yen 18,200,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at:
Amoy, Canton, Hankow, Hongkong, Kobe, London, Lyons, Manila, Peking, San Francisco, Shanghai, Yokohama.

INTEREST Allowed on CURRENT ACCOUNTS
Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.
Hongkong, 31st March, 1913. [441]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital ... Yen 10,000,000
Capital Subscribed (paid up) ... Yen 6,250,000
Reserve Fund ... Yen 2,500,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:
Amoy, Swatow, Tainan, Anping, Kobe, Taipei, Canton, Nagasaki, Tokyo, Poochow, Osaka, Yokohama, Keelung, Shanghai.

HONGKONG OFFICE,
3, Des Vœux Road.

Interest allowed on Current Accounts. Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1913. [636]



NAPIER JOHNSTONE'S

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER
150 YEARS.

THE SAME TO-DAY AS IN
1745.

**BEWARE OF
IMITATIONS.**

SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

CHEESE

We beg to inform our Customers that
we have received a New Shipment
of our well-known **CANADIAN STILTON**
CHEESE.

THE
DAIRY FARM CO., LTD.

JUST ARRIVED.

**AMERICA'S LEADING
W.B. CORSET,**

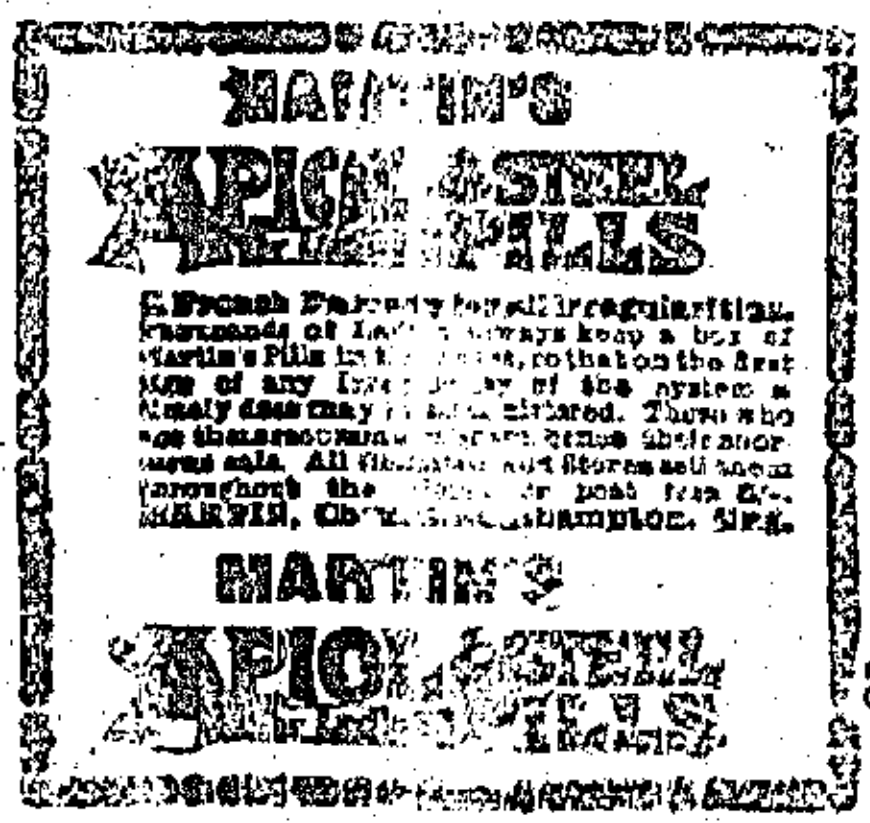
GREAT DEMAND FOR LONG WAIST
ERECT FORM AND NUPFORM.

HOOSAIN-ALI & Co.,
14, Queen's Road Central
Corner of Zeland Street.

Hongkong, 14th April, 1913.

GRACA & CO.

PAIDEN ST. (Hongkong Hotel Building)
Dealers in
**POSTAGE STAMPS, PICTORIAL
POST CARDS, CIGARS, BOOKS,
TOYS, &c.**
Just Received
**FRESH SUPPLY OF
VEGETABLE SEEDS.**



**THE NEW FRENCH REMEDY, No. 2 No. 3
THERAPION**
Cures Rheumatism, Gout, Gravel, Sciatica, Neuralgia, Headache, Migraine, Stomachic, Indigestion, Liver Troubles, Biliousness, Constipation, Hemorrhoids, Piles, Skin Diseases, Eczema, Psoriasis, Scabies, Itch, and all other ailments arising from impure blood and disordered action of the organs.
It is a powerful purgative, and its action is gentle and pleasant. It is the only French Remedy that is both effective and safe. It is the only French Remedy that is both effective and safe. It is the only French Remedy that is both effective and safe.



**CHAPOTEAUT'S
PHOSPHO-GLYCERATE OF LIME**

It increases vital energy and nerve
force, cures Neurasthenia, Dyspepsia,
Insomnia, and nervous diseases in adults
and children.
IN CAPSULES, IN WINE, AND IN SYRUP

THE WRECKED STEAMER "NIPPON."

SALVAGE SPECULATORS & INSURANCE
COMPANIES.

We take the following from the Manila
Cablegrams:—

Can Messrs. Erlanger and Galinger
salvage the Swedish steamer *Nippon*,
which at present lies abandoned on
Scarborough Reef without the permission
of the insurance company or the ship's
owners? A question that was being
discussed by almost every shipping man
on the waterfront yesterday. Some claim
they have the right, others that they have
not, but at any rate Messrs. Erlanger and
Galinger intend to go ahead with the work
as fast as possible, sparing no expense,
despite the warnings published by the
insurance agents and the Swedish Consul.
Immediately upon return of the coast-
guard steamer *Mindoro*, which was sent
to the relief of the stricken vessel that
came to grief in the recent typhoon,
Messrs. Erlanger and Galinger chartered
the *Mindoro*, put competent men aboard
and sent her out to the wreck to start
salvage work. It is understood that two
other vessels have been chartered by this
Company that will leave for Scarborough
reef within the next few days to continue
the work.

When seen by a *Cablegram-American*
reporter, Mr. Erlanger said, "We are
going to push this work through with the
utmost despatch, and although it may
prove a very expensive undertaking we
will spare no expense to make it a success.
Of course there is the chance that a storm
will come up and we will get nothing for
our trouble, but we are willing to take the
chance." Mr. Erlanger was unwilling to
discuss the subject further, but it seems
very probable that there will be trouble
brewing with the insurance company and
the Swedish Consul.

The following notices have been published
since it was learned of Messrs.
Erlanger and Galinger's action in start-
ing salvage proceedings:—

"Notice is hereby given to all the world,
that nobody is permitted to go on board
the Swedish steamer *Nippon* at present on
Scarborough reef off the coast of the
Philippine Islands or to remove any part
of her cargo without permission of the
undersigned. Any person taking property
from said ship without our permission will
be considered by the undersigned owners
as taking property without consent and
will be held to account for the same under
laws relating to piracy on high seas and
so forth."

STUCKMANN & COMPANY.

Agents, Board of Hamburg
Underwriters.

Messrs. Struckmann & Company refused
to discuss the subject further than to refer
to this announcement.

The warning from the Swedish Consul
is as follows:—

"All persons concerned are hereby notified
that the undersigned Consul Agent
for Sweden for the Philippine Islands
claims possession of any and all salvage of
the s.s. *Nippon* its equipment and or
personal effects of master and crew on said
steamer, now lying upon Scarborough reef,
until such time as His Swedish Majesty's
Government and the actual owners of the
said steamer, its equipment and or personal
effects shall have opportunity to exercise
their legal rights."

(Signed) F. C. LAING.

Acting Consul for Sweden.

It is estimated from the reports received
since the wreck that about one half the
cargo is in good condition and can be
salvaged, but this is only guesswork. The
vessel was laden with 2,000 tons of copra,
and half of this can be salvaged. It will
amount to over 250,000 pesos. From all
accounts to hand it appears that it will
be practically impossible to save the vessel
itself with the equipment available
locally.

SHIP CLAIMED IN THE NAME OF HER
"RESCUERS."

On Saturday, our Manila contemporary
published the following:—

With the heretofore untried question of
the tenth point of law in such cases still
a matter of sharp division of opinion, the
American flag flies boldly from the stern
of the abandoned *Nippon*, and a salvage
crew, or prize crew, is now on board
claiming possession of the vessel in the
name of her rescuers, Messrs. Erlanger
and Galinger.

Yesterday the coastguard cutter *Mindoro*
made a quick trip to Manila for supplies
and men, returning almost immediately
to Scarborough Shoals, where preparations
are already underway for patching up the
double-hulled compartments of the vessel
which were penetrated by the jagged rocks
of the reef.

According to advices from the scene of
the wreck, an effort will first be made to
bring the vessel into Manila without
removing her cargo. It is possible to do
this, say seafaring men who have
examined the ship.

The *Nippon* lies snugly on a ledge almost
on the western edge of the shoal. So
nicely did fate and unkind currents time
her arrival that had she set her course, or
fought her course, a cable length to the
westward, the unfortunate ship would in
all probability be plunging her way
through calm seas to her port of destination,
for in that event she would have
missed the shoal entirely.

The boarders found a state of chaos on
the *Nippon* when they clambered up the
Jacob's ladder by which the captain and
crew descended to take refuge on board
the *Manchuria*. Cabins of officers and the
quarters of the crew were littered with
clothing and other articles of a personal
nature which were cast off in the hurry
to leave what all thought to be a doomed
ship.

Nothing was left on board by the
captain. The ship's log, her official
papers, and everything considered by the
captain necessary to make a proper clear-
ance before his owners was removed and
taken by that officer to Hongkong on the
Manchuria.

A curious fact connected with the rescue
of the captain and crew from the *Nippon*
is related by a member of the crew of the
Mindoro. Captain Anderson and the
coastguard cutter hove in sight almost

WM. POWELL, LTD.

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STIFF
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DOUBLE
CUFFS.

SHIRTS
FOR
SUMMER
WEAR

SUBSTANTIAL
LIGHT-WEIGHT
MATERIALS.

FITTED WITH THE NEW COAT SLEEVE.

Thus ensuring the proper setting of the cuff.

WM. POWELL, LTD.

simultaneously with the *Manchuria*.
Captain Anderson spoke the large vessel
almost immediately after the *Nippon*'s
small boat went alongside the *Manchuria*.
Captain Anderson told the *Nippon*
captain that he had been sent to render
whatever assistance he could, and offered
the services of his vessel. The captain of
the *Nippon* told him that the *Nippon* was
a complete wreck, and that he was on his
way to Hongkong to report.

Thereupon the *Mindoro* hauled up to
the abandoned vessel to allow an inspec-
tion of her condition. This done Captain
Anderson set sail for Manila, and reported
his observations to the Bureau of Navigation,
the salvage party engineered by
Erlanger and Galinger being one result
of the trip of the *Mindoro*.

Since American occupation there has
been no case in the Courts of the Islands
involving the right of salvors to board
and take possession of a vessel ostensibly
abandoned at sea, and as the case comes
under the provisions of the old Spanish
maritime law, which is still applicable so
far as the Courts here are concerned,
lawyers predict an interesting legal battle
to settle the problem developed by the
action of the salvors.

Scarborough Shoals, where the *Nippon*
stranded, is on the high seas, over 100
miles from the coast of Luzon, and not
within the territorial jurisdiction of any
country. To further complicate the case,
the underwriters claim that by casting his
bow and stern anchors, the captain of the
Nippon took due and necessary precau-
tion against the further destruction of the
vessel by the elements, and placed her in
a position to be saved by her owners
should the storm which drove her on the
shoal abate before the vessel became a total
loss. By others this is not held to give
the owners any right to the vessel except
through due process of law, and the
outcome of the case is awaited with great
interest.

The latest reports are that the *Nippon*
is high and dry on the reef and apparently
safe if the weather holds good. If has not
been possible to make any estimation of
the amount of the cargo damaged yet or
the chance of getting the ship off the reef.
It is expected that a full report will be
made within the next few days.

GULA-KALUMPONG RUBBER ESTATES (LIMITED).

"FINE PROPERTY"—INCREASE IN THE
DIVIDEND.

The third annual meeting of this com-
pany was held last month at Cannon-
street Hotel, London, E.C., Mr. Frederick
Anderson (chairman of the company)
presiding.

The representative of the secretaries
(Messrs. Herbert, Anderson & Co.) read
the notice convening the meeting.
The Chairman, in moving the adoption
of the report, said he hoped the share-
holders would consider the balance of
profit and loss account, £202,700, satisfac-
tory, and approve the cautious policy
of the board in placing something to reserve
in view of the uncertainties of the future.

They were employing the reserve in
developing a further area under coconuts,
so that they might have a second string
to their bow. A sum of £7,500 would
enable them to bring into bearing another
250 acres. The final dividend of 1s. 6d.
made a total of 12s. 6d. for the year,
as compared with 8s. 6d. in 1910 and
8s. 6d. in 1911. The expenditure on
development of estates represented the
upkeep of immature rubber and coconuts
and cost of clearing and planting 549
acres of coconuts last year. The manager
had in hand a further 500 acres of coconuts
for 1913, and the board would
continue additional gradual development
as opportunity offered and funds were
available. The present development pro-
vided for bringing all their rubber into
bearing at a book cost to the company
of 250 per acre, and coconuts at 240 per
acre, fully equipped. Nearly £20,000
altogether had been spent on the develop-
ment of the estate since June, 1910. Deal-
ing with the report, he said that the
output was 475,000lb., about 4 per cent.
more than the estimate made three years
ago, which was good evidence that the
production of an estate could be foretold
with a considerable amount of accuracy
by competent experts. They brought
about 100,000 new trees into tapping dur-
ing the year and only lightly tapped the

area of 61 acres of the oldest trees in
order to give more time for the second
renewal of bark. Under these conditions
those old trees yielded 2.6lb. per tree,
or about 562lb. per acre. In the estimate
for 1913 of 735,000lb., these 13,000 old trees
were estimated to yield about 2.6lb. per
tree, or 32,000lb., but since the estimate
was compiled the manager had decided to
"rest" these trees for six months from
March 1st last. He considered, however,
his total estimate sufficiently conservative
to be safe in spite of this change. These
old trees were interesting as an indication
of what they might expect from the great
bulk of their estate in the distant future.
The question of thinning out the weaker
trees was now under consideration, but
experience elsewhere had shown that there
were difficulties to be encountered in
dealing with a closely planted area in
this way. All subsequent planting was
much wider, being about 140 trees to the
acre against 300. Their average yield for
the whole area tapped during the year
was 202lb. per acre, while the average
yield for the total area planted was only
108lb. per acre, which was a factor for the
present when calculating cost per pound
of London management and other
charges, which were all debited to work-
ing account. Their average sale price of
about 4s. 6d. per lb. had been helped by
forward sales, and sometimes by private
sales of cargo close at hand, but the great
bulk of their rubber had hitherto been
sold at the public auctions. There had
been a satisfactory reduction in the cost
of production as compared with 1911,
and as their yield per acre increased they
hoped to see a further material reduction
this year.

THE EXPORT DUTY ON RUBBER.
Among estate expenses it would be
noticed that export duty had cost them
1d. per lb. He believed that among all
the rubber producing countries the
Federated Malay States was the only one
which shared with Brazil the distinction
of having an export duty on rubber. It
was a somewhat striking commentary on
our political economy that, while pro-
fessing the principles of Free Trade, our
Government should encourage the levy of
an export duty on a raw material like
rubber. It was understood that the ques-
tion of making a change in the present
system of weighing was under discussion.
Under the system which now prevailed
the importer suffered in loss in weight
more than the actual loss. Freight, in-
surance and wharfage accounted for an-
other penny of the 3.78d., and it was
disappointing to find that the great
Shipping Trust, in whose hands they
were, should have chosen a time of falling
prices to add to the very high rate of
freight they had already been paying.
The policy of the Shipping Conference
seemed calculated to divert trade in rub-
ber from this country. London was a
large selling market, but England con-
sumed only a comparatively small pro-
portion of the whole crop, yet rubber was
carried to more distant markets at about
the same rate of freight. The board's
policy in selling had been to sell forward
both for near and distant positions when
favourable opportunities occurred during
the year. Forward sales for this year's
account compared favourably with cur-
rent prices.

PRODUCTION AND CONSUMPTION.
While it was probable that the general
trend of prices would be towards a lower
level, he thought it was open to question
whether the rapid fall they had experi-
enced lately had been caused by the
normal operation of supply and demand
alone. Judging by statistics the shrink-
age in prices hardly seemed to be justified.
Total stocks in England were less than
they were two years ago when the spot
price was in the neighbourhood of 6s. per
lb., while the visible supplies of Para
rubber fully 3,000 tons less than then.
Consumption was materially greater, so
that there was some question whether out-
side influences had not to a certain extent
affected the market. It might reasonably
be supposed that the low prices now pre-
vailing would have the effect of further
stimulating consumption, and so in the
long run be beneficial to the industry.
In conclusion he said that the company
had a fine property, and when it was
fully developed they hoped to be in a
position to produce both rubber and
copra on as favourable terms as any of
their competitors. (Cheers.)

Mr. Edward L. Hamilton seconded the
motion, which was unanimously agreed to.
The retiring directors (Mr. Edward L.
Hamilton and Mr. C. B. Oldfield) were
afterwards re-elected.

MOUTRIE'S NEW MODEL OVERSTRUNG PIANO

\$450.00

**THIS PIANO IS
GUARANTEED FOR FIVE YEARS***

**FOR CASH
A LIBERAL DISCOUNT
IS GIVEN.**

EASY TERMS FOR HIRE PURCHASE.

S. Moutrie & Co., Ltd.

[629-1]

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NUBIA."
Arrived Hongkong on 16th May, 1913.
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed on wharf in the
Godowns at Kowloon Wharf and Godown
Co's Godowns at Kowloon, where each Consig-
nee must be sorted out Mark by Mark and
delivery can be obtained as the Goods are landed.
Optional Goods will be landed here unless
instructions are given to the contrary within
6 hours.
Goods not cleared within 8 days including
date of arrival will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the
Godowns for examination by the Consignees
and the Company's surveyors, Messrs. GODDARD
and DOUGLAS, at 10 A.M. on MONDAY
and THURSDAYS. All Claims must be presented
within ten days of the steamer's arrival here,
after which date they cannot be recognised.
No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,

Hongkong, 16th May, 1913. [1]

FROM EUROPE.

THE H.A.L. Steamer

"SAXONIA."
Captain C. Neumann, having arrived, Consignees
of Cargo are hereby informed that their
Goods are being landed and placed at their risk
in the Godowns at Kowloon Wharf and Godown
Co's Godowns at Kowloon, where each Consig-
nee must be sorted out Mark by Mark and
delivery may be obtained against Bills of
Lading countersigned by the Undersigned.
Optional Cargo will be carried on unless
notice to the contrary be given To-DAY.
All Claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognised.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
unclaimed after the 25th inst. will be subject
to rent.

All broken, chafed, and damaged Goods must
be left in the Godowns, where they will be
examined on the 24th inst. at 9.30 A.M.
No Fire Insurance will be effected by us in
any case whatever.

This Steamer brings on Cargo:
Ex ss. "Frans" from Abus.
Ex ss. "Margaux" from Bordeaux.
Ex ss. "Germânia" from Göteborg.
HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 19th May, 1913. [622]

**S.S. "PAUL LECAT."
COMPAGNIE DES MESSEAGERIES
MARITIMES.**

NOTICE.

CONSIGNEES of Cargo from London ex
ss. "Breton" and from Bordeaux ex
ss. "Vile de Constantine" in connection with
above Steamer are hereby informed that their
Goods with the exception of Opium, Treasures
and Valuables are being landed and stored at
their risks into the Godowns at Kowloon
Wharf and Godown Co. Ltd., at
Kowloon, whence delivery may be obtained
immediately after landing.
Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before NOON To-DAY requesting it to be landed
here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
the 26th inst. at Noon will be subject to rent
and landing charges.
All Claims must be sent in to me on or before
the 30th inst., or they will not be recognized.
All damaged packages will be examined on
the 26th inst., at 10 A.M.
No Fire Insurance has been effected.

P. THOMAS.

Hongkong, 18th May, 1913. [2]

香港中外新報

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MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH.

Atlas, admiral's tug, 615 tons, 1,400 i.h.p.
Hongkong.
Bramble, gunboat, 710 tons, 900 i.h.p. Lieut.
Comdr. B. E. Pritchard, Hongkong.
Eriton, gunboat, 710 tons, 900 i.h.p. Lieut.
Comdr. W. H. Darvall, Canton.
Caldus, British sloop, 1,070 tons, i.h.p., 1,400
f.d., Comdr. Hugh P. E. T. Williams,
Shanghai.

Clair, water tank and tug, 390 tons, i.h.p., 340.
Mistral, British sloop, 1,070 tons, i.h.p., 1,400.
Comdr. Mackenzie, D.S.O., Penang.
Fama, torpedo-boat destroyer, 340 tons,
6 guns, 5,700 i.h.p., Lt. Comdr. Wilkin-
son, Hongkong.
Flora, 4,350 tons, 9,000 f.d., 12 guns, Capt.
Charles F. Corbett, M. V. O.,
en route to Yokohama.

Hampshire, 10, 850 tons, 21,000 f.d., 14 guns,
Captain Marcus Rowley Hill, Hongkong.
Kent, armoured cruiser, 9,800 tons, 14 guns,
i.h.p., 22,000, Capt. Allen T. Hunt,
C.S.I., Yokohama.

Kishu, 610 tons, i.h.p., 1,200, Lt. Comdr.
H. Marryat, Hankow.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400
i.h.p., Capt. F. C. C. Pasco, Labuan.
Minotaur, armoured cruiser (flagship Vice-
Admiral T. H. Jerram, C.B., i.h.p. 27,000,
Capt. E. B. Kidde, Wusung).

Memphis, armoured cruiser, 9,800 tons, i.h.p.,
22,000, Capt. B. H. F. Bartlett, M. V. O.,
Yokohama.

Merchen, river gunboat, 180 tons, 2 guns,
i.h.p. 800, Lieut. Comdr. Allen Dixon,
Canton.

Newcastle, 2nd class cruiser, 4,800 tons, turbine
22,000 f.d., Captain George P. E. Hunt,
D.S.O., Shanghai.

Nightingale, river gunboat, 85 tons, 240 h.p.
Lt. Comdr. Malcolm Murray, R.N., Yang-
tze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns,
6,300 i.h.p., Lieut. Comdr. Chambers,
Hongkong.

Ribble, T.B.D. 590 tons, 7,500 f.d., 6 guns,
Lt. Comdr. E. J. G. Mackinnon,
Yangtze.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lt. Comdr. J. Heelwood-Nash, Hongkong.
Rosario, depot ship for Submarines, 990 tons,
i.h.p. 1,400, Lt. Comdr. N. E. Archdale,
Hongkong.

Sandpiper, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut. Comdr. I. A. S. H. Hutton,
west River.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lt. Comdr. Maurice B. Leslie, Yangtze.

Talk, torpedo-boat destroyer, 345 tons, i.h.p.
6,000, Gunner W. H. Ryder, Hongkong.

Tamar, receiving ship, 450 tons, 6 guns,
Commander R. Anstruther, C.M.G., Hong-
kong.

Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p.,
Lieut. Comdr. Hon. Guy Stopford, Chung-
king.

Thistle, gunboat, 710 tons, 900 h.p., Lieut.
Com. H. R. N. Cottrell-Dormer, Hankow.
Usk, T.B.D. 590 tons, 7,500 f.d., 6 guns, Lt.
Maxwell, Yangtze.

Vireo, torpedo-boat destroyer, 395 tons, 6 guns,
6,300 i.h.p., Lieut. Comdr. Harold D. Asar,
Hankow.

Walrus, T.B.D. 590 tons, 7,500 f.d., 6 guns
Comdr. Seymour, Yangtze.

Whiting, torpedo-boat destroyer, 350 tons,
6 guns, 5,900 h.p., Lieut. Comdr. R. Neville,
Yangtze.

Widgeon, gunboat, 195 tons, 2 guns, 800 h.p.
Lieut. and Comdr. J. C. F. Barrett, Kiating.
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.,
Lieut. Comdr. M. B. R. Blackwood, Yang-
tze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p.,
Lieut. Comdr. Robin W. Lloyd, Hankow.

submarines:—

No. 36, Godfrey Herbert, Lieut. Commr.

No. 37, A. A. L. Fenner, Lieut. Commr.

No. 38, J. B. A. Codrington, Lt. Commr.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, P. MOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

Captain E. P. Martin, R.N.R., carrying His Majesty's Mail, will be despatched from this for BOMBAY, on SATURDAY, the 24th May, 1913, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MOULTAN," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for Marseilles and London, other Cargo for the s.s. "ARABIA," due in London on the 6th July, 1913.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 12th May, 1913.

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

(Taking Cargo at through rates to PORT SAID, MESSINA, NAPLES, GENOA and LEGHORN, also Venice and Trieste, all Mediterranean, Adriatic, Barbary, Bosphorus, Valenza, Alicante, Almeria and Malaga, Levantine and South American Ports up to Callao.)

THE Steamship

Captain Ameygo, will be despatched as above on TUESDAY, the 27th inst., at Noon. For further particulars regarding freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 19th May, 1913.

HONGKONG-NEW YORK.

AMERICAN ASIATIC S.S. CO.

For NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to call at the Malabar Coast.

S.S. "CITY OF BARODA" On or about 29th May. For freight and further information apply to

SHEWAN, TOMES & Co., General Agents.

Hongkong, 6th May, 1913.

AMERICAN AND ORIENTAL LINE. (Andrew Weir & Co.)

For BOSTON AND NEW YORK.

THE Steamship

"JESERIC," Captain R. White, will be despatched for the above Ports on FRIDAY, the 6th June. For freight and further information apply to

THE BANK LINE, LTD., Agents.

Hongkong, 14th May, 1913.

GLEN LINE (McGREGOR, GOW & Co.), LIMITED.

For MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"GLENFURRY," Captain R. Webster, will be despatched for the above Ports on or about 5th June, 1913. For freight or Passage, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 23rd April, 1913.

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OFFICE.

NEW AND UP-TO-DATE

PLANS OF THE SI-KIANG

OR

WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns en route from CANTON to WUCHOW.

Hongkong, 5th April, 1913.

"DOG AND GUN WITH INTED NEW TERRITORY."

BEING the Series of Articles contributed to the "HONGKONG DAILY PRESS Sportsman," reproduced in book form.

PRICE ONE DOLLAR.

Hongkong, 29th October, 1910.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "L," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

SECTIONS. 1. From Green Island to the Harbour Master's Pier. 2. From Harbour Master's Pier to Black Point. 3. From Black Point to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, via USUAL PORTS OF CALL.	DELTA	Brit. str.	1	E. P. Martin, R.N.R.	P. & O. S. N. Co.	On 24th inst., at Noon.
LONDON & ANTWERP.	PLANTIN	Brit. str.	1	R. E. Shone	JARDINE, MATHESON & Co., Ltd.	About 20th July.
LONDON & ANTWERP via SINGAPORE, &c.	SEGOVIA	Ger. str.	1	Habel	HAMBURG-AMERICA LINE	About 20th inst.
HAVRE, BREMEN & HAMBURG, &c.	ALBESIA	Ger. str.	1	Bath	HAMBURG-AMERICA LINE	On 16th June.
ROTTERDAM & HAMBURG, &c.	ARABIA	Ger. str.	1	Re	MESSAGERIES MARITIMES	On 27th inst.
MARSEILLES & HAMBURG, &c.	MAGELLAN	Ger. str.	1	K. Kawan	NIPPON YUSEN KAISHA	On 3rd June, at 1 p.m.
MARSEILLES via SINGAPORE, COLOMBO, PORT SAID.	KAMO MARU	Jap. str.	1	R. Webster	SEAWAN, TOMES & Co.	On 4th June, at D'light.
MARSEILLES, LONDON & ANTWERP.	GERENTORRE	Ger. str.	1	Buch	HAMBURG-AMERICA LINE	About 5th June.
MARSEILLES & HAMBURG, &c.	SAMBIA	Ger. str.	1	Jager	HAMBURG-AMERICA LINE	On 12th June.
MARSEILLES, HAVRE & HAMBURG, &c.	FURST BUELOW	Jap. str.	1	K. Hori	OSAKA SHOSSEN KAISHA	On 28th inst., at 1 p.m.
VICTORIA, B.C. & TACOMA via KEELUNG, &c.	TAMBA MARU	Jap. str.	1	S. Wada	NIPPON YUSEN KAISHA	On 3rd June, at 4 p.m.
VICTORIA, B.C. & SEATTLE via KEELUNG, &c.	TACOMA MARU	Jap. str.	1	T. Hamada	OSAKA SHOSSEN KAISHA	On 12th June, at 1 p.m.
VICTORIA, VANCOUVER & SEATTLE.	HARPAUS	Ger. str.	1	F. von Hinz	JARDINE, MATHESON & Co., Ltd.	About 29th inst.
NAPLES, GENOA, AGENS, GIBRALTAR, STON MANLIA.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	On 28th inst., at 10 a.m.
TRIESTE, FUMI, VENICE via SINGAPORE, &c.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	About 2nd June.
NEW YORK via PORTS & SUEZ CANAL.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	On 13th June, at 5 p.m.
BOSTON & NEW YORK.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	About 29th inst.
VANCOUVER, SEATTLE and/or TACOMA & PLAND. (Or.)	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	On 20th June.
VANCOUVER via SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	On 7th June, at Noon.
VANCOUVER via SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	On 21st June, at Noon.
VANCOUVER, SEATTLE, TACOMA & PORTLAND.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	About 17th July.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	On 27th inst., at Noon.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	On 3rd June, at 3 p.m.
AUSTRALIAN PORTS via MANILA.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	On 19th June, at 1 p.m.
AUSTRALIAN PORTS via MANILA.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	On 26th inst., at Noon.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	On 4th June, at Noon.
YOKOHAMA & KOBE via SHANGHAI.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	On 16th June, at Noon.
YOKOHAMA, KOBE & MOJI.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	On 4th June, at Noon.
KOBE & YOKOHAMA.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	About 31st inst.
KOBE & MOJI.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	On 12th June, at D'light.
KOBE & YOKOHAMA.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	To-day.
KOBE & MOJI.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	On 24th inst., at D'light.
KOBE & YOKOHAMA.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	About 27th inst.
KOBE & MOJI.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	On 5th June.
KOBE & YOKOHAMA.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	On 4th June, at Noon.
KOBE & MOJI.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	Quick despatch.
KOBE & YOKOHAMA.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	To-day, at 4 p.m.
KOBE & MOJI.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	To-day, at 6 p.m.
KOBE & YOKOHAMA.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	To-morrow, at Noon.
KOBE & MOJI.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	On 21st inst., at M'night.
KOBE & YOKOHAMA.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	On 25th inst., at D'light.
KOBE & MOJI.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	On 23rd inst., at 6 p.m.
KOBE & YOKOHAMA.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	On 21st inst.
KOBE & MOJI.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	On 25th inst., at 7 p.m.
KOBE & YOKOHAMA.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	On 29th inst., at 4 p.m.
KOBE & MOJI.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	On 30th inst.
KOBE & YOKOHAMA.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	About 1st June.
KOBE & MOJI.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	On 2nd June, at 7 a.m.
KOBE & YOKOHAMA.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	About 7th June.
KOBE & MOJI.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	Quick despatch.
KOBE & YOKOHAMA.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	On 28th inst., at 10 a.m.
KOBE & MOJI.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	On 25th inst., at Noon.
KOBE & YOKOHAMA.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	To-morrow, at 11 a.m.
KOBE & MOJI.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	On 25th inst., at D'light.
KOBE & YOKOHAMA.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	On 25th inst., at 10 a.m.
KOBE & MOJI.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	On 27th inst., at 11 a.m.
KOBE & YOKOHAMA.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	On 30th inst., at 11 a.m.
KOBE & MOJI.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	On 2nd inst., at 2 p.m.
KOBE & YOKOHAMA.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	On 27th inst., at 4 p.m.
KOBE & MOJI.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	On 31st inst., at 2 p.m.
KOBE & YOKOHAMA.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	On 6th June, at 4 p.m.
KOBE & MOJI.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	Quick despatch.
KOBE & YOKOHAMA.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	To-morrow, p.m.
KOBE & MOJI.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	On 25th inst.
KOBE & YOKOHAMA.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	On 27th inst., at Noon.
KOBE & MOJI.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	On 24th inst., at 2 p.m.
KOBE & YOKOHAMA.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	On 31st inst.
KOBE & MOJI.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	End of May.
KOBE & YOKOHAMA.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	On 28th inst., at 9 a.m.
KOBE & MOJI.	PRINZ LUDWIG	Ger. str.	1	W. W. Tucker	SEAWAN, TOMES & Co.	

BRITISH INDIA S. N. CO., LD.

NEW SERVICE OF STEAMERS BETWEEN YOKOHAMA, KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "ITOLA," 5,257 tons gross, Capt. W. W. Tucker, will be despatched for YOKOHAMA, KOBE and MOJI on 12th June, at Daylight, taking Cargo and Passengers at Current Rates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215. Hongkong, 16th May, 1913.

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE-HOMEWARDS.

FOR LONDON & ANTWERP. "FLINTSHIRE" About 20th July. LONDON & ANTWERP. "MONMOUTHSHIRE" About 1st Aug.

NEW TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VICTORIA, VANCOUVER & SEATTLE. "HARPAUS" About 29th June. VANCOUVER, SEATTLE, TACOMA & PORTLAND. "VESTALIA" About 17th July.

Cargo accepted on through Bills of Lading to all the principal destinations in Europe, and North and South America. For Further Particulars, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 15th May, 1913.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SHANGHAI. "CHOYANG" Friday, 23rd May, Noon. KOBE & MOJI. "KUMSANG" Saturday, 24th May, D'light. MANILA. "LOONGSANG" Saturday, 24th May, 2 p.m. SINGAPORE, PENANG & CALCUTTA. "NAMANG" Saturday, 24th May, 2 p.m. SHANGHAI. "TINSANG" Sunday, 25th May, D'light. MANILA. "TUENSANG" Saturday, 31st May, 2 p.m.

RETURN TOURS TO JAPAN.

The Steamers "KUMSANG," "NAMANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "LAISANG" and "KUMSANG," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dalny, Weihaiwei, Taichang and Newchwang.

Telephone No. 215, Sub. Exch. 4. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., GENERAL MANAGERS.

Hongkong, 22nd May, 1913.

SHIPPING

ARRIVALS.

BUCEPHALUS, Japanese str., 1,892, S. Saitow, 20th May-Saigon 18th May. Rice-Order.

CEYLON MARU, Japanese str., 3,003, T. Noguichi, 20th May-Calcutta 3rd May, General-Nippon Yusen Kaisha.

DAIKIN MARU, Japanese str., 899, U. Nagano, 21st May-Swallow 20th May, General-Asaka Shosen Kaisha.

HACHINGO, British str., 1,267, W. C. Page, 21st May-Swallow 20th May, General-Douglas, Lapraik & Co.

NAMSANG, British str., 2,591, H. E. Gilroy, 20th May-Moji 16th May, Coal and General-Jardine, Matheson & Co.

OTARI MARU, Japanese str., 1,993, K. Skezawa, 21st May-Port Arthur 14th May, Coal-Mitsui Bussan Kaisha.

TAMON MARU, Japanese str., 2,001, M. Sawada, 21st May-Moji 15th May, Coal-Mitsui Bussan Kaisha.

MINNESOTA, American str., 13,323, Garlaid, 21st May-Seattle 15th April, General-Nippon Yusen Kaisha.

No. 4 UNKAI MARU, Japanese str., 2,975, Y. Tanaka, 21st May-Moji 20th May, Coal-Mitsui Bussan Kaisha.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE. May 21st.

CHIEF, British str., for Port Arthur.

CLARA JENSEN, German str., for Mauritius.

HANOI, French str., for Haiphong.

LAERTES, British str., for Saigon.

LYEEMOON, German str., for Saigon.

PKATAT, German str., for Bangkok.

TIPANAN, Dutch str., for Shanghai.

Tao Su, Chinese str., for Binh Thai.

DEPARTURES.

May 21st.

ALDENHAM, British str., for Moji.

BAYERN, German str., for Singapore.

CHYOANG, British str., for Canton.

EMPEROR OF RUSSIA, British str., for S'hai.

HAIKUK, British str., for Swatow.

KAIJO MARU, Japanese str., for Foochow.

KAMAKURA MARU, Japanese str., for Kobe.

MANCHURIA, American str., for Shanghai.

BRITISH INDIA S. N. CO., LTD. A P C A R L I N E.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched SHANGHAI, KOREA and MOJI on 24th May.
S.S. "DIWANA," 5,720 tons, Captain Ramage, R.N.R., will be despatched to KOREA and MOJI (Yokohama if sufficient inducement offered) on 5th June.

WESTWARD.

S.S. "THONGWA," 6,298 tons, Captain O. M. Robins, will be despatched for STRAITS & CALCUTTA on 24th May.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a daily qualified surgeon.
For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Agents.
Hongkong, 17th May, 1913.

"THE BIG 4" of the PACIFIC MAIL S.S. CO.

MONGOLIA 27,000 tons, twin screws.	COMFORT.	From HONGKONG calling at SHANGHAI, NAGASAKI,
MANCHURIA 27,000 tons, twin screws.		KOBE (via Inland Sea),
KOREA 18,000 tons, twin screws.	SAFETY.	YOKOHAMA and HONO-
SIBERIA 18,000 tons, twin screws.		LULU (the Paradise of the
NILE ... 11,000 tons.	SPEED.	Pacific) through Service via
CHINA ... 10,200 tons.		NEW YORK to Europe.
PERSIA ... 9,000 tons.		

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Barge Keels.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £54 to London (return ticket £90.10s.) and to San Francisco £36. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

Steamers	Tons	Starting
NILE	11,000	TUESDAY, 3rd June, at 3 P.M.
MONGOLIA	27,000	TUESDAY, 10th June, at 1 P.M.
PERSIA	9,000	TUESDAY, 1st July, at 3 P.M.
KOREA	18,000	TUESDAY, 8th July, at 1 P.M.
SIBERIA	18,000	TUESDAY, 22nd July, at 1 P.M.
CHINA	10,200	TUESDAY, 29th July, at 3 P.M.
MANCHURIA	27,000	TUESDAY, 5th Aug., at 1 P.M.
NILE	11,000	TUESDAY, 19th Aug., at 3 P.M.

INTERMEDIATE STEAMERS.

Passengers holding through Tickets have the privilege of travelling by Train between Kobe and Yokohama Free of Charge.

HONGKONG-MANILA SERVICE.

From Hongkong.	Arrive Manila.	Leave Manila.	From Manila.	Due Hongkong.
3rd June ... NILE	5th June.	21st June ... PERSIA	21st June ...	23rd June.
1st July ... PERSIA	3rd July.	19th July ... CHINA	19th July ...	21st July.
8th July ... KOREA	10th July.	27th July ... MANCHURIA	27th July ...	29th July.
29th July ... CHINA	31st July.	9th Aug. ... NILE	9th Aug. ...	11th Aug.
19th Aug. ... NILE	21st Aug.	17th Aug. ... MONGOLIA	17th Aug. ...	19th Aug.

LET US PLAN AN ITINERARY FOR YOU.

King's Building (opposite Blake Pier). Telephone No. 141.
O. H. RITTER, Acting Agent.
Panama-Pacific International Exposition—San Francisco—1915

MESSAGERIES MARITIMES. FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

For	STEAMER	To Sail.
SHANGHAI, KOBE, AND YOKOHAMA	ARMAND BEHIC	On 2nd June, at 7 A.M.
YOKOHAMA	Capt. ...	On 2nd June, at 7 A.M.
MARSEILLES VIA PORTS	MAGELLAN	On 3rd June, at 1 P.M.

TRANSFERRING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

THE BANK LINE, LIMITED.

(ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM HONGKONG

TO

VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA.
CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.
From Hongkong: 24th May. Connecting with "TYMERIC"
From Colombo: 7th June.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offered, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERICK" June.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

HONGKONG. CANTON. MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

THURSDAY, 22nd MAY, 1913.

8 a.m. "HONAM" 5 p.m. "HEUNGSHAN"
10 a.m. "FATSHAN" 5 p.m. "KINSHAN"

FRIDAY, 23rd MAY, 1913.

8 a.m. "HEUNGSHAN" 8 a.m. "HONAM"
10 p.m. "KINSHAN" 5 p.m. "FATSHAN"

A Telephone service has been recently installed on the Canton Companies steamers. Day steamers Call No. 776; Night steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 25th MAY, 1913.

The Company's Steamship "SUI AN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "RAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANULI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Offices open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "AFRICA," 8,840 tons, will leave as above on 13th June, at 5 p.m. Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside Cabins. Doctor, Stewardess, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, BOMBAY (KARACHI), ADEN, SUEZ AND PORT SAID.

S.S. "PERSIA," 12,500 tons, will leave as above about 2nd June. These Steamers of large tonnage are fitted with comfortable and class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London. BY SIMPLON EXPRESS: Via Venice, Milan, Simplon, Lucerne, Paris, Calais or Boulogne, Class I £48.15, II £41.10, III £34.10.

BY ST. GOTTHARD EXPRESS: Via Venice, Milan, St. Gotthard, Lucerne, Bale, Laon, Calais or Boulogne, Class I £48.15, II £41.10, III £34.10.

BY SEMBRING EXPRESS: Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £40.10, II £33.10, III £26.10.

BY TAVERN EXPRESS: Via Munich, Cologne, Hook or Flushing, Class I £47.10, II £41.10, III £34.10.

TO SHANGHAI.
S.S. "AFRICA," 8,840 tons, will leave as above on 28th May, at 7 p.m.

FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.
S.S. "GISELA," will leave as above about 31st May. (For Cargo only).

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIEBER & Co., Agents,
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Hongkong, 6th May, 1913.

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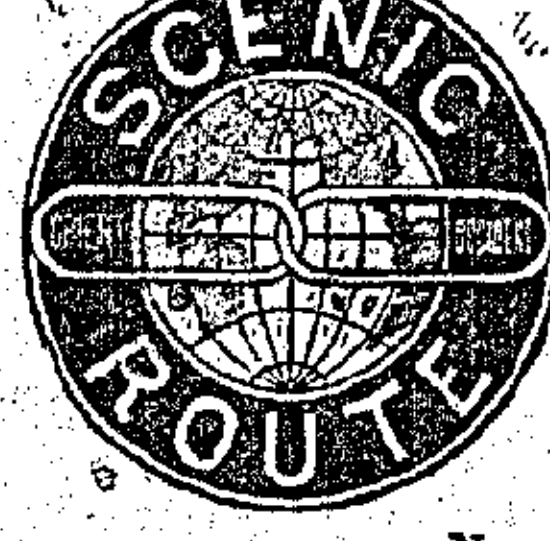
PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
DESTINATION STEAMERS TONS DATE OF SAILINGS.

SHANGHAI, YOKOHAMA, "CANTON" ... 6,500 ... About 7th June.

KOBE and MOJI ... "CANTON" ... 6,500 ... About 7th June.

For Freight and Freight Particulars, apply to ARTHUR NILSSON & CO.,
YORK BUILDINGS, Top Floor.

SAN FRANCISCO



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New Triple Screw Turbine Flyers—21 Knots Speed.

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S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

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PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
Steamer	Noon, SATURDAY	Steamer	SUNDAY	SATURDAY	
DELTA	May 24	MOOLTAN	June 22	June 28	
ASSAYE	June 7	MOREA	July 6	July 12	
ARCADIA	June 21	MARMOIRA	July 20	July 26	
DEVANHA	July 5	MEDINA	Aug. 3	Aug. 9	
CHINA	July 19	MOLDAVIA	Aug. 17	Aug. 23	
ASSAYE	August 2	MALAJA	Aug. 31	Sept. 6	
DELTA	August 16	MONGOLIA	Sept. 14	Sept. 20	

Passengers change Steamers at COLOMBO, and these for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON.

1st SALOON £71.10 SINGLE, £105.14 RETURN.

2nd " £46.8 " £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG About	Due MARSEILLES About	Due LONDON About
PALAWAN	May 23	July 2	July 11
SUMATRA	June 11	July 16	July 25
NUBIA	June 25	July 31	Aug. 10
SUNDA	July 9	Aug. 15	Aug. 24
SARDINIA	July 23	Aug. 29	Sept. 7
SINLA	August 6	Sept. 12	Sept. 21
NAMUR	August 20	Sept. 25	Oct. 4

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON.

1st SALOON £55.0 SINGLE, £82.10 RETURN.

2nd " £33.10 " £57.4

All Passenger steamers are fitted with the Marconi System of Wireless Telegraphy.

For further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID	KAMO MARU Capt. K. Kawara,	16,000	{ WED'DAY, 4th June, at Daylight.
VICTORIA, B.C., and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	{ TAMBA MARU Capt. S. Wada, 12,500 { AWA MARU Capt. R. Shimizu, 12,500		{ THURSDAY, 3rd June, at 4 P.M. { TUESDAY, 17th June, at 4 P.M.
SYDNEY and MELBOURNE VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	{ NIKKO MARU Capt. Yagi, 9,600 { KUMANO MARU Capt. M. Winkler, 9,300		{ WED'DAY, 4th June, at Noon. { WED'DAY, 2nd July, at Noon.
CALCUTTA VIA SINGAPORE, PENANG & RANGOON	KIRIN MARU Capt. M. Deguchi,	6,000	{ SATURDAY, 31st May.
BOMBAY VIA SINGAPORE, and COLOMBO	SHINYO MARU Capt. Ohkuma,	12,500	{ MONDAY, 26th May.
KOBE and YOKOHAMA	OEYON MARU Capt. Tozawa,	6,000	{ THURSDAY, 22nd May.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU Capt. Sekine,	7,000	{ WED'DAY, 4th June, at Noon.
SHANGHAI, MOJI and KOBE			

§ Fitted with New System of Wireless Telegraphy. † Cargo only

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st Class	\$135	\$122	\$108	\$95
2nd "	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

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